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**CITY OF SANTA CLARITA**  
**GENERAL PLAN**

Adopted June 26, 1991  
by City Council Resolution 91-98

1909-1910

76-1001  
by City Council Resolution 91-98  
City of San Francisco



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**Legend**

**RESIDENTIAL**

- RE Residential Estate (0.5-0.5 du/acre)
- RVL Residential Very Low (0.5-1.0 du/acre)
- RL Residential Low (1.0-1.5 du/acre)
- RS Residential Suburban (1.5-2.0 du/acre)
- RM Residential Moderate (2.0-2.5 du/acre)
- RMH Residential Medium High (2.5-3.0 du/acre)
- RH Residential High (3.0-4.0 du/acre)

**COMMERCIAL**

- CC Community Commercial
- CTC Commercial Town Center
- CO Commercial Office
- CN Commercial Neighborhood
- VSR Visitor Serving/Resort

**INDUSTRIAL**

- BP Business Park
- IC Industrial Commercial
- I Industrial

**OVERLAYS**

- VALLEY CENTER CONCEPT
- (MOCA) Mineral/Oil Conservation Area
- (SEA) Significant Ecological Area

**OPEN SPACE**

- OS Open Space (F Designates Park Need)
- Creek/River Channel
- A Agriculture
- PE Private Education

**HIGHWAYS** (Dashed Line Denotes Proposed)

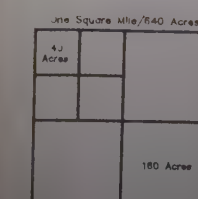
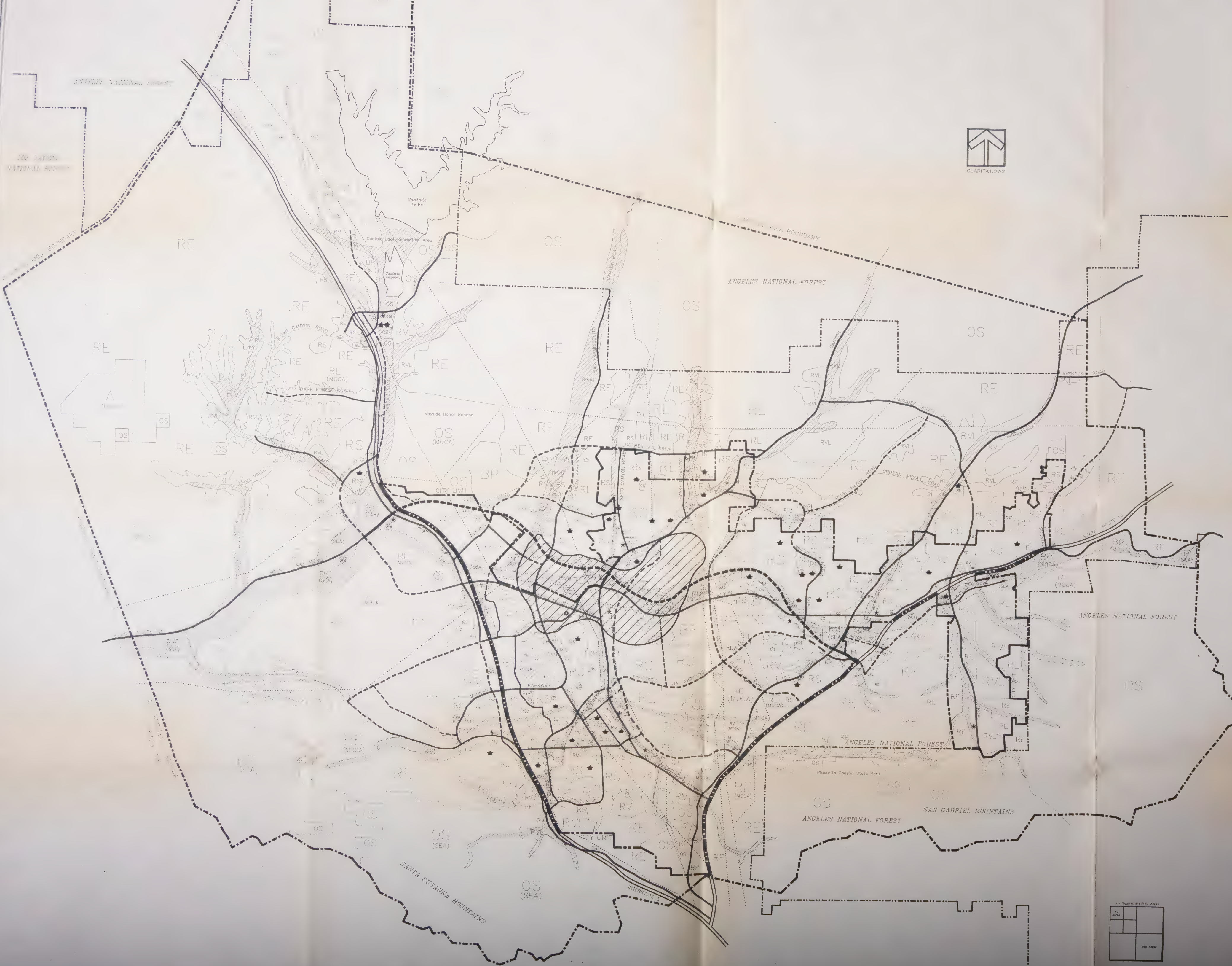
- Expressway (8 Lanes)
- Freeway
- Major Highway (6 lanes)
- Secondary Highway (4 Lanes)
- Limited Highway (2 Lanes)

**BOUNDARIES**

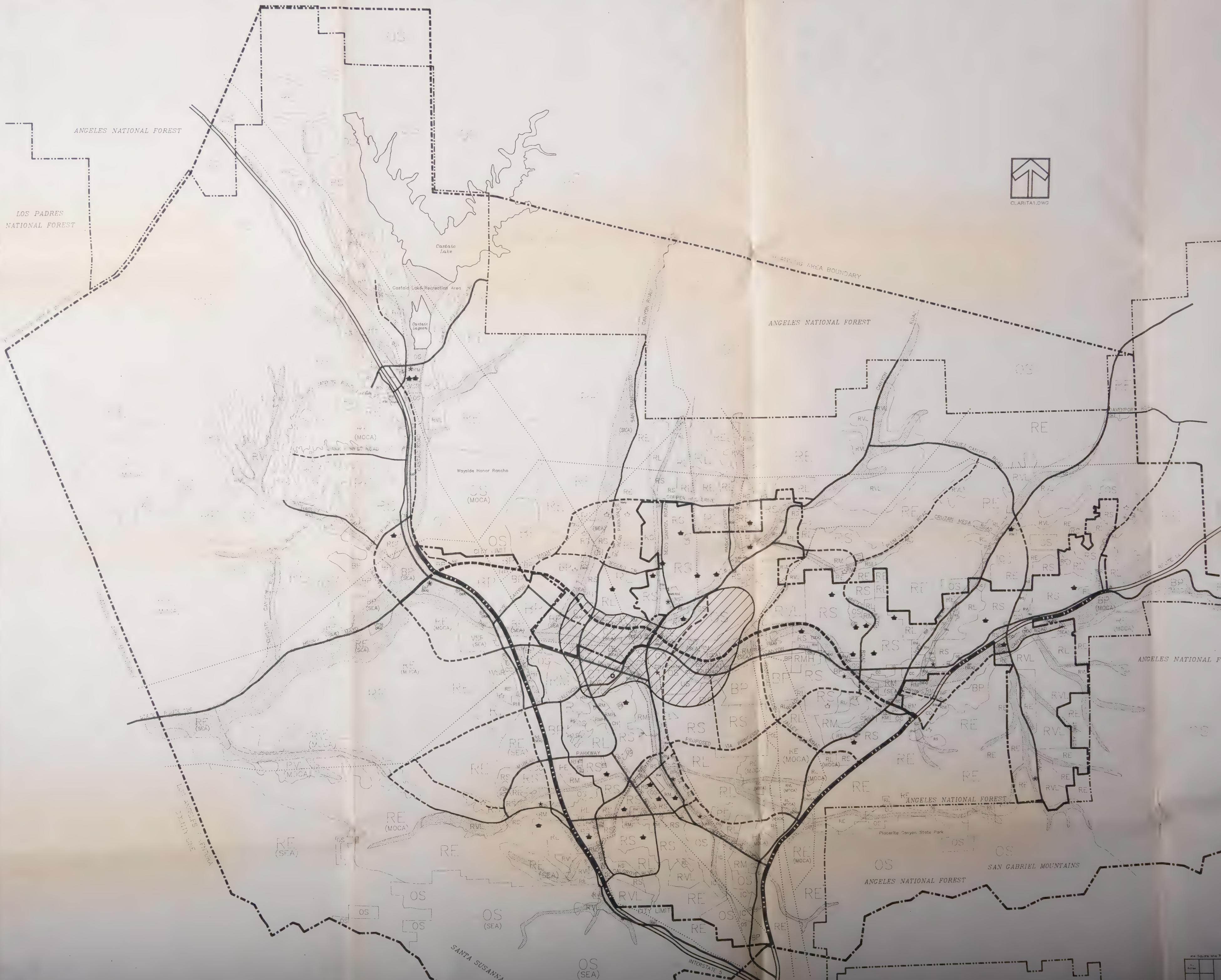
- City Limit Boundary
- Planning Area Boundary
- National Forest Boundary
- Flood Plain
- Easements

**EXISTING PROPOSED**

- Schools
- Fire Departments
- Police Departments







CLARITA1.DWG





# Santa Clarita General Plan

## Legend

### RESIDENTIAL

RE	Residential Estate (0.5-0.5 du/acre)
RVL	Residential Very Low (0.5-1.0 du/acre)
RL	Residential Low (1.1-3.0 du/acre) MID POINT DENSITY (22.2 du/acre)
RS	Residential Suburban (3.1-6.0 du/acre) MID POINT DENSITY (5.0 du/acre)
RM	Residential Moderate (6.1-15.0 du/acre) MID POINT DENSITY (11.0 du/acre)
RMH	Residential Medium High (15.1-25.0 du/acre) MID POINT DENSITY (20.0 du/acre)
RH	Residential High (25.1-32.0 du/acre) MID POINT DENSITY (28.0 du/acre)

### COMMERCIAL

CC	Community Commercial
CTC	Commercial Town Center
CO	Commercial Office
CN	Commercial Neighborhood
VSR	Visitor Serving/Resort

### INDUSTRIAL

BP	Business Park
IC	Industrial Commercial
I	Industrial

### OVERLAYS

	VALLEY CENTER CONCEPT
(MOCA)	Mineral/Oil Conservation Area
(SEA)	Significant Ecological Area

### OPEN SPACE

OS	Open Space (P Designates Park Need)
	Creek/River Channel
A	Agriculture
PE	Private Education

### HIGHWAYS (Dashed Line Denotes Proposed)

	Expressway (8 Lanes)
	Freeway
	Major Highway (6 lanes)
	Secondary Highway (4 Lanes)
	Limited Highway (2 Lanes)

### BOUNDARIES

	City Limit Boundary
	Planning Area Boundary
	National Forest Boundary
	Flood Plain
	Easements











INDUSTRIAL

- BP Business Park
- IC Industrial Commercial
- I Industrial

OVERLAYS

- VALLEY CENTER CONCEPT
- (MOCA) Mineral/Oil Conservation Area
- (SEA) Significant Ecological Area

OPEN SPACE

- OS Open Space (P Designates Park Need)
- Creek/River Channel
- A Agriculture
- PE Private Education

HIGHWAYS (Dashed Line Denotes Proposed)

- Expressway (8 Lanes)
- Freeway
- Major Highway (6 lanes)
- Secondary Highway (4 Lanes)
- Limited Highway (2 Lanes)

BOUNDARYS

- City Limit Boundary
- Planning Area Boundary
- National Forest Boundary
- Flood Plain
- Easements

EXISTING PROPOSED

- Schools
- F Fire Departments
- L Police Departments
- ★ Regional Transit Stations





# Santa Clarita General Plan

## Legend

### RESIDENTIAL

RE	Residential Estate (0.0-0.5 du/ac)
RVL	Residential Very Low (0.5-1.0 du/ac)
RL	Residential Low (1.1-3.3 du/acre) MID POINT DENSITY (02.2 du/ac)
RS	Residential Suburban (3.4-6.6 du/acre) MID POINT DENSITY (5.0 du/ac)
RM	Residential Moderate (6.7-15.0 du/acre) MID POINT DENSITY (11.0 du/ac)
RMH	Residential Medium High (15.1-25.0 du/acre) MID POINT DENSITY (20.0 du/ac)
RH	Residential High (25.1-32.0 du/acre) MID POINT DENSITY (28.0 du/ac)

## INTRODUCTION

### THE GENERAL PLAN: AN OVERVIEW

California state law requires each City to adopt a general plan "for the physical development of the City, and any land outside its boundaries which bears relation to its planning." The general plan acts as the "constitution" for development and the foundation upon which all land use decisions are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use (Government Code Section 65300).

The general plan is the foundation for all land use decisions made in the City. Like the foundation of a house, the general plan is the base from which the development of the City rises and takes form. Legally, once adopted by the City Council, the general plan has the full force and effect of law. Any changes to the general plan must follow an amendment process which examines the effect of the change on the plans for the City's future.

This General Plan is the result of the combined efforts of concerned citizens, developers, property owners, City and state officials, and consultants. It is the combined vision of the future, based upon a solid foundation of factual information and background. The adoption of the General Plan is an outgrowth of the meetings of the General Plan Advisory Committee, public forums, and public hearings of the Planning Commission and City Council.

### **Planning Area**

The City of Santa Clarita's planning area encompasses the 256 square mile Santa Clarita Valley, generally bounded on the west by the Ventura County line, on the north by the



Los Padres and Angeles National Forest areas, just west of Agua Dulce and the Angeles National Forest on the east and the major ridgeline separating the Santa Clarita and San Fernando Valleys on the south. The City of Santa Clarita presently occupies the approximately 42 square mile central valley core and has developed this larger planning area in recognition of its probable ultimate responsibility for service and governmental jurisdiction within the Valley.

### **Statistical Summary**

The Plan estimates a population of approximately 267,000 persons to be housed in approximately 98,000 dwelling units. This represents a population growth of approximately 106,000 persons from the estimated 1990 valleywide population of 161,000 persons. The population and housing projections are based upon an averaging of densities over the entire planning area at a midpoint of the General Plan density ranges, with the exception of the Valley Center area and assume an average population per household of 2.7 persons.

Employment is projected to increase from approximately 40,000 employees to 156,000 employees, for an increase of 116,000 jobs.

### **Public Participation and the Plan Preparation Process**

This General Plan is the product of an extensive public participation effort involving the citizens of the Santa Clarita Valley, a 23 member broad-based citizen General Plan Advisory Committee, City Planning Commission, City Council, City staff, and a multi-disciplined team of consultants.

The preliminary draft General Plan was the product of more than 2 years of work encompassing over 50 meetings of the citizens General Plan Advisory Committee. This

extensive citizen participation effort was essential to the identification of community values, goals and policies which serve as a foundation of the Plan. All meetings were open to the public, and public participation was a regular part of each meeting.

Throughout the development of the Plan, periodic community forums were held to report progress and receive additional public input. These were in the form of Planning Commission, City Council and staff hosted public meetings, open houses on the General Plan and public forums. In June 1990, a series of four public forums were hosted throughout the community to receive input on the draft Land Use Map and elements of the draft Plan. Several hundred community members attended. In addition, a speakers bureau provided interested organizations presentations on the General Plan. Approximately 50 presentations were provided through the speakers bureau by City staff to organizations and agencies throughout the Valley.

A variety of public participation techniques were used throughout the general plan process. Advertisements and notices, exhibits and displays, newsletters, fact sheets and brochures, news conferences, and direct mailings were utilized. Several public opinion polls were conducted during the two and one-half years during General Plan preparation, which have been used in the formulation of background, goals, and policies for the Plan.

The City also established a public information resources group to offer suggestions to accomplish more and broader public participation. Community-wide strategic planning sessions were also held to capture the public's future vision for the Santa Clarita Valley.

Lastly, a series of public hearings were conducted by both the Planning Commission and City Council prior to and in connection with Plan adoption. General Plan consideration was on the Planning Commission's agenda for a total of 20 meetings, including 10 regularly scheduled meetings with 10 special meetings from December 1990 through May 1991, and eight City Council public hearings, all with full public participation.

## GENERAL PLAN IMPLEMENTATION

The general plan for the City represents the blueprint for all future development. A critical component and important phase of the General Plan is its initial and continued implementation. The City is committed to implementing all of the goals and policies set forth within this Plan. As part of a continuing program of implementation the City is committed to draft and adopt a specific Implementation Program, as a separate document not part of the General Plan. It is intended that the Implementation Program will provide a list of specific actions, consistent with the General Plan, setting forth projects, programs, proposed ordinances and guidelines for development, as well as priorities and schedules for the consideration and adoption of these subsequent actions. Public participation in the drafting, consideration and adoption of the Implementation Program will be a primary element.

Within this General Plan, consistent with statutory and common law, specific implementation measures are set forth for the Housing Element, Noise Element, and Open Space portion of the Open Space and Conservation Element. The Housing Element identifies and analyzes existing and projected housing needs and states the City's goals, policies, quantified objectives and scheduled programs for the preservation, improvement, and development of housing. The implementation measures of the Housing Element are incorporated into the text and discussion of issues, policies and goals. The Open Space portion of the Open Space and Conservation Element sets forth the specific action programs which the City intends to pursue, consistent with California Government Code, Sections 65556, et seq. The Noise Element sets forth implementation measures and solutions to noise problems described in the element's text and which correlate with identified goals and policies. The remaining elements contain more general discussions of implementation which follow from stated goals and policies.

Adoption of the General Plan is a commitment to implement the elements. Primary importance to managing growth of the Valley is:

- Preparation of a Growth Management and Monitoring Program (including computerized traffic modelling), to determine if infrastructure improvements are being made on a timely basis to accommodate development and to determine if the amount of development is within general plan projections.
- Review of all development proposals for individual and cumulative impacts and for consistency with the general plan goals and objectives.
- Review on an annual basis of the amount of residential units approved and the availability of infrastructure, as an audit to determine if adjustments should be made to development projections.
- Preparation and adoption of a hillside development and ridgeline preservation ordinance and a Citywide zoning ordinance that is environmentally sensitive.
- A commitment to work with the County of Los Angeles to recognize the City's General Plan.

### **GROWTH MANAGEMENT**

The General Plan is the City's official policy on growth management. Embodied within each element of the General Plan are limitations on growth and provisions for preservation of the quality of life in the Valley.

The General Plan states that "development shall be permitted concurrently with sufficient infrastructure." Managing growth is vital to ensuring orderly development and a commitment to a comprehensive implementation program with a monitoring program is an integral part of this commitment. Highlights of the City's Growth Management Plan include:



## **Monitoring of Development and Infrastructure and "Pay As You Go"**

In light of past deficiencies and in an effort to monitor, manage, and move towards a more positive infrastructure position, a commitment is made within the Plan to an ongoing program of monitoring the progress and provision of infrastructure, before or as development occurs. This "pay as you go" approach is of primary importance in meeting Plan goals.

### **Midpoint Density**

An important aspect of managing growth is a commitment to zone land in accordance with the General Plan assumptions. The Plan establishes average midpoint density as the guiding criteria for future zoning, with increases beyond the midpoint only for superlative developments which exceed minimum criteria and provide substantial project and/or community-wide benefit.

Densities beyond the midpoint may be permitted in the Valley Center area providing that certain community benefits, resources, and amenities are incorporated and part of the overall concept and development.

### **Jobs/Housing Balance**

Jobs/housing balance is the ratio of jobs to dwelling units. The stated goal is to balance jobs and housing. People who live in the Valley should be able to work in the Valley. Although the City's General Plan projects more jobs than housing at buildout, the results are beneficial. The ratio will give the City added revenues to maintain and improve the quality of life and provide improvements for much needed street improvements, road widenings and extensions, park improvements, public buildings and other public services.

## **Valley Center Concept**

The General Plan identifies a Valley Center representing a new and exciting focal point for the Valley. It will provide an identity for the City of Santa Clarita as a whole by providing a variety of specialized regional level uses. The Valley Center will be supportive of the community centers of Valencia, Newhall, Canyon Country, Saugus, and Castaic by providing a more regional level of uses and amenities. Because of the proximity and variety of uses anticipated in the Valley Center, multimodal access will be essential. The concept focuses on providing uses and activities which are best suited to a regional level and will not detract from the community centers.

## **Environmental Emphasis**

While the Plan focuses on the maintenance of a high standard and quality of life it does so while preserving and enhancing the many unique environmental assets present in the Valley. Ridgeline protection and preservation, sensitive hillside development, river maintenance policies and protection of the native oak habitat are just a few examples of areas of the Plan which have environmental emphasis.

## **City/County Interface**

The City is in a unique situation; it is presently completely surrounded by the unincorporated area within the County of Los Angeles. The City has identified, within this Plan, the Valley Center concept of more intensive uses and densities to be located in the central area of the City, with lesser densities and intensities provided in outlying areas. County recognition and assistance in the accomplishment of the Valley Center will be an important component of the City/County future relationship.

## ORGANIZATION

The General Plan is organized into five super chapters. The first four chapters of the General Plan contain all of the seven state required elements of the General Plan and six optional elements. The final chapter is the environmental impact report for the General Plan. Specifically, the chapters are organized as follows:

- **Chapter One, Community Development.** This chapter encompasses the state required elements of land use and housing, and the optional elements of community design and economic development and community revitalization.
- **Chapter Two, Infrastructure and Community Services.** This chapter encompasses the state required element of circulation and the optional elements of human resources; public services, facilities and utilities; and parks and recreation.
- **Chapter Three, Resources Management.** This chapter encompasses the state required elements of open space and conservation and the optional element of air quality.
- **Chapter Four, Hazard Management.** This chapter encompasses the state required elements of noise and safety.
- **Chapter Five, Environmental Impact Report.** This chapter, along with all of the previous chapters, encompasses the California Environmental Quality Act required environmental impact report for the General Plan.

Each chapter, except for Chapter Five, is organized in a similar fashion. Each chapter begins with a brief summary of the background data of the element, followed by an identification of the issues, and then the goals and policies addressing the issues, and concludes with implementation. As you read through the general plan, you will find similarities in some of the goals, policies and implementations. State law requires that all of the elements in a General Plan be "internally consistent" with one another. What

this means is that one element cannot supercede another through its policies; each element must build upon the others or add to the overall general plan without conflicting with any other elements.

### USE OF THE GENERAL PLAN

The City of Santa Clarita has the obligation to the citizens and property owners within the Valley to use the general plan as a tool for guiding the development of the City into the 21st century. The general plan will be used to direct and guide the creation of ordinances to implement the goals and policies of the general plan. It will be used to direct the development of programs, setting of standards, controlling and directing redevelopment, assisting in setting budget priorities, and as a guide for the continuation of the improvement of the quality of life within the City and the Valley.

Annually, the Department of Community Development will examine the progress made by the City toward the achievement of goals and policies of the general plan. Amendments to the plan will be recommended to the City Council as goals and policies are accomplished or as changes in the city and the region warrant a refocus of the general plan. The general plan for the City of Santa Clarita should be a dynamic and flexible document that adjusts to changing community values in order to continue to be reflective of the desires and wishes of the community for an attractive, quality environment to life, work and play.





# Community Development

## *Chapter 1*



City of Santa Clarita



# Land Use Element



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# City of Santa Clarita





## LAND USE ELEMENT

### INTRODUCTION

The Land Use Element for the City details and locates allocations of commercial, industry, and housing uses which indirectly set the revenue framework for the City. Roads, parks, public facilities, and other infrastructure create the monetary demand for appropriations. The Land Use Element plays the central role in correlating all land use issues into a set of development policies. While all General Plan elements carry equal weight, the Land Use Element is often perceived as the single most representative element of the General Plan. The element serves as a guide for future development, indicating the location and extent of existing and planned land uses. The Land Use Element sets the requirements and creates the need for responses to be addressed in the remaining elements. For example, land use policies have a direct bearing on the street system in the Circulation Element. In the Housing Element, housing issues and needs are linked to land use policies for existing and future residential development. Even issues related to safety, noise, and the environment are directly related to the policies contained in this element.

Through text, diagrams, and maps, the Santa Clarita Land Use Element establishes a pattern of land use and identifies standards for development. Other land use objectives to be achieved include:

- The establishment of a balance of development consistent with the long-range goals, objectives, and values of the City and surrounding planning area.
- The identification of proposed areas for the intensity, density, and nature of new development.
- The identification of opportunities for new development and redevelopment in the City and planning area.

## *Land Use Element*

- The reduction of the potential for loss of life, injury, and property damage that might result from flooding, seismic hazards, and other natural and man-made hazards that need to be considered in future land use planning and decision making.
- The preservation of undeveloped natural and cultural resource areas in and around the environs of the City.
- The preservation and maintenance of the existing character of the individual communities that comprise the planning area.
- The attainment of a balance between land use, circulation, and other infrastructure items.

Through the use of text and diagrams, the Santa Clarita Land Use Element establishes clear and logical patterns of land use as well as standards for new development. The element provides a land use map which indicates the location, density, and intensity of development for all land uses in the planning area. Finally, the goals and policies contained in this element provide the foundation for land use decisions in the City and the planning area.

### **RELATED PLANS AND PROGRAMS**

The scope and content of this element is largely governed by the General Plan Law and Guidelines and the Planning, Zoning, and Development Laws for the State of California. There are a number of other plans and programs that also are considered in the formulation of land use policy.

- **City of Santa Clarita Zoning Ordinance.** The zoning ordinance will serve as the primary implementation tool for the Land Use Element and the goals and policies contained herein. The zoning map must be consistent with the land use map contained in the General Plan. The land use designations contained in this element and the areas designated for each category correspond to one or more zoning districts.

## *Land Use Element*

- **County of Los Angeles General Plan.** The Los Angeles County General Plan Land Use Element indicates the location and extent of existing and planned development in the unincorporated portions of the planning area. This planning area represents the City-proposed ultimate Sphere of Influence for Santa Clarita. The Santa Clarita land use plan map generally reflects the County's land uses for the surrounding unincorporated area, with some exceptions.
- **Forest Plan for the Angeles National Forest.** The Forest Plan will direct the management of public lands known as the Angeles National Forest. The plan will direct a mix of activities which allows use and protection of the forest and its resources.
- **Forest Plan for the Los Padres National Forest.** The Forest Plan will direct the management of public lands known as the Los Padres National Forest. The plan will direct a mix of activities which allows use and protection of the forest and its resources.
- **Redevelopment Plans and Programs.** Several policies contained in the Land Use Element call for utilizing redevelopment as a means to revitalize and rehabilitate a number of targeted areas within the City. State and federal law provides for the preparation, adoption, and administration of redevelopment plans. Redevelopment plans must be consistent with the City's adopted General Plan. The Land Use Element provides the basis for areas for future redevelopment.

## **PLANNING AREA HISTORY**

The Santa Clarita Valley has been recognized for its beauty and abundance since the time that the Alliklik Indians built their villages along the Santa Clara River. In the late 1770s, Gaspar de Portola claimed the Valley for Spain and European colonists began to arrive. Around 1797, the Valley became part of the San Fernando Mission and cattle grazed the lands. The mission was divided into great ranches when California was added to the Mexican Republic, and the western side of the Santa Clarita Valley became part of Rancho San Francisco. In 1842, gold was discovered in Placerita Canyon, starting California's first



## *Land Use Element*

gold rush. The quiet farming Valley suddenly became the center of attention while several million dollars worth of gold was taken from the site. When the war with Mexico ended in 1848, the United States gained control of the area. Two years later, California was admitted to the Union.

Historically, most of the growth in the Santa Clarita Valley in the last 100 years has been fueled by the development of railroads and oil production. In 1875, Henry Mayo Newhall purchased Rancho San Francisco and renamed it Newhall Ranch. Newhall knew the railroad was coming and sold rights-of-way and a townsite to the Southern Pacific. In 1876, the north/south tracks were joined in Canyon Country at Lang Station.

Also in 1876, California's first commercial oil producing well began operation in Pico Canyon and the state's first oil refinery was built in Railroad Canyon. Besides railroad and oil activities, the Valley also was found to be a perfect setting for film makers shooting westerns. The Valley's rugged canyons have made a perfect backdrop for many television shows and feature films.

### **PHYSICAL SETTING**

The Santa Clarita Valley is an irregularly shaped area draining a watershed area of approximately 500 square miles, with boundaries defined by significant mountain ridges of varying heights, canyons, the Valley floor, and the Santa Clara River bed. Major ridgelines of the San Gabriel and Santa Susana Mountains form the Valley to the south, east, and west, separating the area from the San Fernando Valley and metropolitan communities of the Los Angeles Basin to the south. Ridgelines of the Sierra Pelona Mountains define the Valley's northern reach.

## *Land Use Element*

The Santa Clarita Valley is the major convergence point of primary intrastate and regional transportation and utility links north of the Los Angeles Basin. In addition to the transportation and utility links the Valley has regional recreation facilities such as Magic Mountain, Castaic Lake, Angeles National Forest, Vasquez Rocks Regional Park, William S. Hart Regional Park, and Placerita Canyon State Park. The physical constraints of the Valley, in conjunction with the recreation, wildlife habitat, and open space protection afforded by the national forests to the north, east, and south, have focused most of the recent growth in the Santa Clarita on much of the Valley floor.

The City of Santa Clarita, located in the center of the Santa Clarita Valley, lies approximately 35 miles northwesterly of the City of Los Angeles Civic Center. Current municipal boundaries encompass approximately 40.3 square miles (25,619 acres) (Source: City of Santa Clarita, 10/90) of land, situated primarily on the Valley floor and lower reaches of the surrounding canyons. Situated within the "V" formed by two freeways, the City is bounded by I-5 and SR-14 to the east, west, and south, and approaches to within 1 mile of the Angeles National Forest boundary to the north and east. (A smaller portion of the City also extends south of SR-14 in the area known as Sand Canyon.) Existing development is urban and suburban in character, with highest densities occurring on the Valley floor and lower canyons, and scattered development at the City's center. Development is predominantly single-family residential with scattered pockets of industrial/service commercial uses and strip retail commercial uses along established thoroughfares.

### **COMMUNITIES WITHIN THE PLANNING AREA**

The Santa Clarita planning area encompasses several distinct communities both within the City limits and in the surrounding unincorporated areas. Communities within the City

## *Land Use Element*

include Newhall, Valencia, Saugus, and Canyon Country, with subcommunities of Sand Canyon and Placerita Canyon. The communities of Pico Canyon, Castaic, Val Verde, and Hasley Canyon are currently located within unincorporated portions of the planning area. The location of each community is indicated in Exhibit L-1. The following provides a brief history of each community.

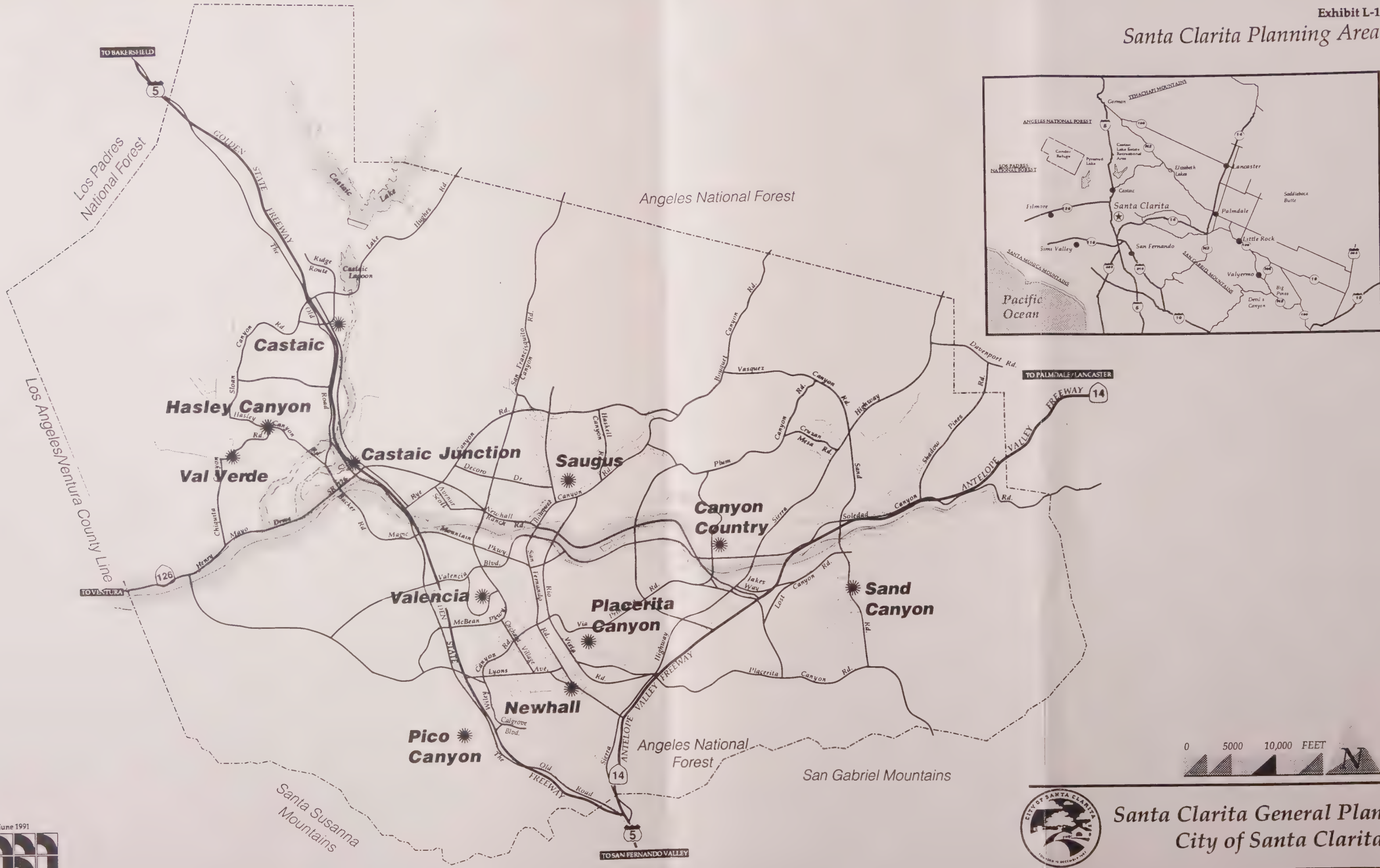
### **Newhall**

Newhall was the earliest permanent settlement in the Valley, established in 1876 in conjunction with the construction of the Southern Pacific Railroad. This area was a typical western town of oil, mining, and railroad workers. Newhall was also the residence of silent film star William S. Hart, whose 300-acre ranch, now a County park and museum, is a tourist attraction visited annually by thousands, also included within the community is the retirement village of Friendly Valley.

Commercial land uses are concentrated mainly in old downtown Newhall, on the south side of Lyons Avenue, and along San Fernando Road. Old Newhall is comprised of higher density residential, with a mix of both single-family and multiple-family residential uses. This area is located east of Newhall Avenue and north of Lyons Avenue. The area south of Lyons Avenue is characterized by lower density residential uses. Large stands of oak trees are scattered throughout the community. Prior to the completion of the interstate system, San Fernando Road was a principal link in the historic circulation system between the San Joaquin Valley and the Los Angeles Basin. The roadway still serves as one of the few traffic arteries within the City.



# Santa Clarita Planning Area





## *Land Use Element*

### **Pico Canyon**

Pico Canyon lies in the area west of the Old Highway and originally developed with a rural highway orientation. Included within the area is the Santa Clarita Woodlands State Park and the Sunset Pointe residential development. Surrounding and adjacent to the development are substantial stands of oak trees and the Lyon Canyon SEA.

### **Valencia**

The community of Valencia is part of the original 37,500-acre Newhall Ranch, a Mexican land grant now owned by the Newhall Land and Farming Company. Named after its sister City in Spain, Valencia was dedicated in 1965 and developed as a planned community. Residential, commercial, and industrial developments form the basic community structure, supported by shopping centers, recreational facilities, schools, colleges, a hospital, golf courses, professional offices, and other support services connected by a system of walkways called paseos. The community is home to the local Los Angeles County Civic Center, College of the Canyons, California Institute of the Arts, and Six Flags Magic Mountain.

### **Saugus**

Established in 1887, Saugus, named for the Massachusetts birthplace of founder Henry Mayo Newhall, also owes its existence to the Southern Pacific Railroad. The Saugus Speedway, a popular attraction and the site of Saugus' famous Sunday Swap Meet, was originally designed in 1924 as a rodeo arena. The last great train robbery in the state took place behind the speedway in 1928. The residential areas of Saugus are located in Seco and Bouquet canyons. Townhouses are located on the heights above the junction of Seco and Bouquet canyons. Commercial uses primarily serve area residents. Saugus also contains



## *Land Use Element*

older established industrial uses and some newer commercial development along San Fernando Road. Residential development is progressing along Dry, Haskell, and Plum canyons.

### **Canyon Country**

With more than 30,000 residents, Canyon Country has the largest population of any community in the planning area. Canyon Country includes the area along Soledad Canyon Road east of Saugus. It contains a wide range of housing types, including large-lot single-family custom homes, single-family tract homes, multiple-family development and mobilehome parks. Commercial and manufacturing activities are concentrated along both sides of Soledad Canyon Road and along northern Sierra Highway. An industrial hub is also located in the Honby and Golden Triangle areas. In addition, there are a number of existing residential neighborhoods adjacent to Canyon Country, Mint and Tick canyons in particular, in the unincorporated portions of the planning area.

### **Sand Canyon**

The Sand Canyon area, a subcommunity of Canyon Country, is located southeast of Canyon Country and is comprised of predominantly low density single-family residential uses. The area is rural with extensive stands of oaks and characterized by large upscale single-family homes and lots. The community is accessible via Sand Canyon Road and Placerita Canyon Road, and is bordered on the south and east by the Angeles National Forest.

### Placerita Canyon

Placerita Canyon, a subcommunity of Newhall, is a rural and oak-studded residential area northeast of downtown Newhall. Equestrian-oriented residential areas placed among oak woodlands typify most of the development in the area. A substantial amount of new home construction has occurred in recent years. Oil fields are located in the eastern portion of the canyon, west of SR-14. East of the freeway, Placerita Canyon is predominantly undeveloped, with much of the land as part of the Angeles National Forest. The Placerita Canyon area is also home to the Master's College, the Golden Oak (Disney Movie) Ranch, Gene Autry's Melody Ranch (site of the famous singing cowboy's weekly 1950s television show), and the Placerita Canyon Nature Center.

### Castaic

Castaic is the gateway to the historic Ridge Route, which once spanned the 36 miles between Castaic and Gorman. By-passed when Highway 99 (now a portion of I-5) opened in 1933, the Ridge Route can still be traveled in part today. The 600-mile California Water Project has turned the suburban community of Castaic into the planning area's major recreational center. Man-made Castaic Lake, the water project's western terminus, is a popular spot for swimming, sailing, fishing, boating, and water skiing. Land use in this community is characterized by residential development with a freeway-oriented commercial center along Castaic/Parker and Lake Hughes roads.

### Val Verde

Val Verde is located 3 miles west of I-5 and consists mostly of rustic single-family residential units situated in a rural setting. The community is located near the intersection of San

## *Land Use Element*

Martinez and Chiquito Canyon roads in the hills north of SR-126. The area was subdivided in the 1920s. The 5,000-square-foot lots were sold as a resort area to inner-city residents. Today the area is predominantly hispanic and ethnically diverse. A focal point of the community is Val Verde Park, offering open space and recreational amenities for area residents and visitors.

### **Hasley Canyon**

Hasley Canyon is located north of Val Verde and west of Castaic. The area is characterized by low density estate homes on predominantly 2 acre and larger lots that support a rural equestrian-oriented lifestyle. Most of the development in the community is centered in the middle part of Hasley Canyon near the confluences of Romero and Sloan Canyons. Oak trees are found in the canyon areas and on many north facing slopes.

## **CHARACTERISTICS OF EXISTING LAND USE**

Economic factors and development constraints are the two main guiding factors for development of land uses in the planning area. Newhall and Saugus developed early as a response to the construction of the Southern Pacific Railroad and as the oil industry grew. As development in the Los Angeles Basin grew, the demand for additional housing increased. Land was readily available in the Valley and opportunities for development were available.

Existing land uses in the planning area were divided into nine primary categories: residential, commercial, industrial, public facilities, park, open space, college, oil and mining, and vacant land. A table of the land uses is shown on Table L-1 and a generalized land use



map indicating the location and extent of existing land uses is provided in Exhibit L-2. The land uses include the following categories:

- **Residential.** Residential areas are those areas primarily having housing. This category is further divided to describe the type of housing units, such as single-family, multiple-family, mixed single- and multiple-family, mobile homes, and senior housing.

Single-family detached units refer to individual free-standing houses, usually surrounded by a yard. Attached or multi-family units refer to townhouses, flats, duplexes arrangements in which the residence is physically connected to another, but there is still some private space (yard or patio) devoted to each unit. Multiple-family housing contains more than one dwelling unit in a single structure sharing services such as laundry facilities and outdoor space. This type of housing ranges from duplexes (two units) to very large complexes containing hundreds of units. Senior housing refers to residential development specifically designed for seniors in a retirement community, with complimentary services and amenities. Mobile homes refer to occupancy by a single family or household and are a residential use.

- **Commercial.** The commercial category includes both commercial and commercial recreation businesses that offer goods for sale to the public (retail) and service and professional businesses housed in offices (accountants, architects, etc). Retail and commercial businesses include those that serve local needs, such as neighborhood markets and dry cleaners, and those that serve City or regional needs, such as Six Flags Magic Mountain entertainment complex, auto dealers, and furniture stores.
- **Industrial.** The industrial category includes both the heavy manufacturing and oil refining land uses found in parts of Newhall and along San Fernando Road, to light industrial uses found in industrial, research, and development parks. Light industrial activities include warehousing and some types of assembly work.
- **Public Facilities.** This category includes government buildings, libraries, schools, and other public institutions.



# Existing Land Use Map

## Legend

-  Single Family Residential
-  Multi-Family Residential
-  Mixed Single-Family Multi-Family Residential
-  Mobile Home
-  Senior Housing
-  Commercial
-  Commercial Recreation
-  Industrial
-  Public
-  Park
-  Open Space
-  College
-  Oil
-  Mining

## Subdivision

-  Residential
-  Public
-  Industrial
-  Park
-  Commercial

0 5000 10,000 FEET



**Santa Clarita General Plan**  
**City of Santa Clarita**







TABLE I-1

EXISTING LAND USES: 1990

Land Use Element	City		Unincorporated	
	Percent of Total City Area	Acres	Percent of Total Unincorporated Area	Acres
Vacant	46.3	12,303	60.889	75.8
Single-Family	31.8	8,456	4.038	5.0
Multiple-Family	2.2	581	268	0.4
Subdivision	1.3	337	4,599	5.7
Single-/Multiple-Family	0.8	192	275	0.4
Senior Housing	1.0	248	--	--
Mobilehome	0.9	220	365	0.5
Commercial	3.0	806	1,075	1.3
Commercial/Recreation	--	5	262	0.4
Industrial	4.6	1,236	798	1.0
Public Facilities	1.8	483	2,277	2.8
College	0.8	191	--	--
Open Space <sup>a</sup>	1.9	498	593	0.8
Park	0.7	187	112	0.1
Oil Fields	2.1	564	4,058	5.0
Mining	0.7	203	466	0.6
Landfill	--	--	216	0.2
Cemetery	0.1	38	--	--
Total	100.0	26,548	80,291	100.0
Total Planning Area		106,839		

<sup>a</sup> There is substantial National Forest Service area which is considered open space that is in the planning area. The above table does not reflect this open space acreage.

Source: Michael Brandman Associates 1990.

Land Use Element

- **Park.** This category refers to land used for park and recreational activities.
- **Open Space.** This category refers to private or public lands that are essentially free of structures or roads and are maintained in an open, natural state.
- **College.** This category refers to land utilized as centers of higher learning, such as private colleges, 2- and 4-year colleges, or universities.
- **Oil and Mining.** These categories refer to land currently used for mineral extraction.
- **Vacant.** This category refers to land that is undeveloped.

The corporate boundaries of Santa Clarita encompass approximately 25,619 acres or 40.03 square miles as of January 1990. At present, approximately 46.3 percent (12,303 acres) of the City's total land area is undeveloped. Single-family residential land uses represent 31.8 percent (8,456 acres), which is the major land use in the City. Total residential development accounts for 38 percent of total City land area. Industrial and commercial development account for 4.6 percent (1,236 acres) and 3 percent (806 acres) of the City's total land area, respectively. Other uses, such as public and institutional, college, open space, and mining, comprise the remaining 8.1 percent.

The unincorporated areas of the Santa Clarita planning area encompass approximately 80,291 acres or 125.45 square miles, with 75.8 percent (60,889 acres) of that area undeveloped. Single-family residential land use accounts for 5 percent (4,038 acres) of the total unincorporated land, with all residential development accounting for 12 percent of the land uses. Residential development exists in all of the communities that comprise the planning area and include rural residential, single-family, multiple-family, senior housing,



## *Land Use Element*

and mobilehome developments. Oil fields account for another 5 percent (4,058 acres), while industrial activities account for 1 percent (798 acres), and commercial land use accounts for 1.3 percent (1,075 acres).

### **REGIONAL AND LOCAL LAND USE TRENDS**

The City of Santa Clarita incorporated on December 15, 1987. The communities comprising the City and its planning area developed largely as a result of families seeking affordable single-family housing in proximity to the Los Angeles metropolitan area. Residential development in the planning area began largely as a bedroom community for the urbanized portions of Los Angeles County. The majority of the residents commute to the San Fernando Valley and downtown Los Angeles for work. However, in recent years, the community has begun to attract commercial and industrial development, creating a local employment base. Valencia Industrial Center is an example of this trend with additional business parks being planned throughout the community.

In the 1960s and 1970s, development in the Santa Clarita Valley was located on the level areas of the Valley and the easily accessible canyons and hillside areas. With large land holdings in the central portion of the City and continuation of planned community development, the hilly central area has been left mostly vacant.

While Newhall was built on a traditional north/south and east/west street grid, newer areas, such as Valencia, have winding streets separated by greenbelts. Newer tracts have also developed along canyons and hillsides. As a result, Santa Clarita is a conglomeration of new and old, with traditional and contemporary development patterns.

## **LOS ANGELES COUNTY LAND USE PLAN**

The Santa Clarita Valley Areawide General Plan was adopted by the Los Angeles County Board of Supervisors on February 16, 1984. The plan addresses each existing community and proposes land uses and development densities designed to recognize each community's development and its place in relation to the Los Angeles Basin and the Antelope Valley. The County's Areawide Plan, which has been recently amended (December 1990), will continue to govern land use in unincorporated areas until they are annexed by the City. The recent update by Los Angeles County was precipitated by numerous amendment requests to the Santa Clarita Valley Areawide General Plan to allow new development in the area. Scores of additional applications were filed with the County, indicating strong pressure for residential, commercial, and industrial development in the Santa Clarita area. Table L-2 summarizes requests for development in the area, including projects now in the City which were filed and processed by the County prior to cityhood.

### **SPECIFIC PLANS**

The General Plan amendments proposed in the planning area include many specific plans which have been filed for consideration by the County. Major specific plan proposals as of April 1990 include Santa Fe Ranch Specific Plan, Clougherty Ranch Specific Plan, Canyon Park Specific Plan (approved), Northlake Specific Plan, and Stevenson Ranch Specific Plan. The following sections provide a summary of these major specific plans and also include a discussion of the Valencia Co's Master Plan and the Castaic Corridor Plan.

TABLE L-2

PLANNED DEVELOPMENT

<u>Summary Table Status</u>	<u>Number of Units Single-Family</u>	<u>Number of Units Multiple-Family</u>	<u>Total Units</u>	<u>Population<sup>1</sup></u>
Subdivisions				
County Pending	9,709	6,126	15,835	47,505
County Approved	5,517	5,352	10,869	32,607
County Recorded	2,685	2,075	4,760	14,280
City Recorded <sup>2</sup> (by County)	292	160	452	1,356
City Pending	3,072	2,150	5,222	15,666
City Approved	1,855	207	2,062	6,186
City Recorded	<u>139</u>	<u>0</u>	<u>139</u>	<u>417</u>
Total Units/Population	23,269	16,070	39,339	103,500

<sup>1</sup>Assumes three persons per unit.

<sup>2</sup>Located in the City, approved by the County prior to cityhood, still unbuilt.

Source: County of Los Angeles, Development Activity Information in the Santa Clarita Valley, April 12, 1991.

City of Santa Clarita, Approved and Proposed Development Since Incorporation, February 1991.

Santa Fe Ranch Specific Plan

The Santa Fe Development Corporation has proposed the Santa Fe Ranch Specific Plan as a planned, mixed use community on approximately 1,296 acres. The project is located on the south-central rim of the Valley between SR-14 and the Angeles National Forest, bordering on Placerita Canyon west of Sand Canyon. Over 78 percent of the property



## *Land Use Element*

contains slopes greater than 25 percent. The plan proposes to construct 1,888 dwelling units, a 100-acre regional shopping complex, a golf course, schools, a fire station, a park, and open space.

A general plan amendment, specific plan, and EIR for Santa Fe Ranch were prepared and submitted to Los Angeles County in 1986 for processing. In 1989, the County of Los Angeles suspended processing of general plan amendments in the Santa Clarita Valley, in response to the submittal of an overwhelming number of general plan amendments for the area.

In December 1989, Santa Fe Development Corporation, after meeting with officials of the City of Santa Clarita, made a formal request for annexation to the City of Santa Clarita. Subsequent to that request, a revised specific plan and vesting tentative tract map were prepared for submittal to the City. The major revisions to the proposal include the introduction of a regional commercial site and a high school site, and a reduction in dwelling units from 1,979 units shown in the County plan to 1,888 units.

### **Clougherty Ranch Specific Plan**

The Lusk Company has proposed a 3,000-unit planned community on 1,738 acres west of San Francisquito Canyon Road, and northwest of the McBean Parkway/Copperhill Drive intersection. The plan would include 89 acres of commercial land uses, a golf course, parks, schools, and open space.

## *Land Use Element*

### **Canyon Park Specific Plan**

The 1,000-acre Canyon Park Specific Plan was approved by ordinance by the County of Los Angeles in December 1986. Canyon Park is located in Canyon Country, near the intersection of Via Princessa and SR-14. There are 300 acres on the northwest portion of the site, and 700 acres on the southeast portion.

The specific plan describes a development concept for the type, location, and intensity of a mix of residential density and product types, including recreational uses, as well as infrastructure for the development. As of May 1990, there are vesting tentative maps approved for approximately 1,640 dwelling units. The plan proposes a maximum of 5,400 units.

### **Northlake Specific Plan**

Located northwest of Castaic, the Northlake project originally proposed a planned community of over 5,000 dwelling units on 664 acres. This project has recently been scaled down to approximately 3,000 units. The project site consists of moderately-sloped areas--55 percent of the site has slopes less than 25 percent. There is an elongated north/south bowl area that slopes toward Grasshopper Canyon. The Castaic Lake State Recreational Area is located to the east and the Angeles National Forest is located to the north.

The proposed project includes a new freeway on-ramp and road improvements, dedications of school and park sites, water reclamation system, dedication of a fire station and library site, and equestrian trails and trailhead.

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### Stevenson Ranch Specific Plan

The Stevenson Ranch project, located west of I-5 and McBean Parkway and north of Pico Canyon Road, is a proposed residential project by Dale Poe Development Company. The project proposes an additional 4,632 housing units to the west of the first phases of the Stevenson Ranch Project. According to County staff, the majority of the proposed site is comprised of some of the steepest hillsides in the Valley with prominent ridges visible from much of the surrounding area.

### Valencia Master Plan

Valencia is a master planned community of the Newhall Land and Farming Company. Valencia is located within the Newhall Ranch which consists of 37,500 acres. The company's statistics show that from 1965 to 1987, 3,300 acres of the ranch have been developed.

The plan envisions a self-contained community with residential, commercial, and industrial uses supported by schools, colleges, a hospital, recreational facilities, golf courses, shopping centers, professional offices, and support services. Since 1965, more than 8,000 residential units have been constructed. According to the plan, the Newhall Ranch can accommodate up to 50,000 residential units.

The Valencia Master Plan, revised in April 1988, illustrates the preferred development pattern for the Valencia Company. Much of the developed land contains single-family housing in neighborhoods served by paseos, or pedestrian pathways, and surrounded by parks and golf courses. The Valencia Corporate Center and the Valencia Industrial Center



## *Land Use Element*

are not fully developed and are still attracting businesses to locate in the Santa Clarita Valley. Although some development remains within the City limits, the majority of the remaining land is in unincorporated portions of the Valley.

The newest residential communities under construction are in the North River area including Northbridge. North River plans to develop over 10,000 housing units with related commercial uses on approximately 3,300 acres. Located in San Francisquito Canyon, the project site primarily consists of level areas traversed by San Francisquito Creek and by the San Gabriel Fault. The Northbridge Tract, including 1,800 dwelling units, has already been approved as part of the project. Westridge, located in the County, proposes 1,900 housing units built around a new 18-hole golf course. It is designed for luxury condominiums and single-family homes and will include commercial development, such as supermarkets, restaurants, and retail stores, sited within an identified Significant Ecological Area (SEA).

Planned commercial development within Valencia includes an 80-acre regional mall surrounded by office, retail, and other commercial uses. The shopping center will include six department stores, retail shops, and restaurants containing approximately 1.5 million square feet of space. The shopping center is part of the planned Valencia Town Center which is designed to include office buildings, recreational facilities, restaurants, and high density residential units.

Other commercial developments include expansion of the auto center, presently including 11 dealerships, and the development of planned office buildings, hotels, recreational facilities, and restaurants in other parts of Valencia.

## *Land Use Element*

Industrial development in Valencia is concentrated near the I-5 and SR-126 interchange. The existing industrial development in Valencia includes a 1,500-acre area containing a 7.1 million square foot industrial park, 6.6 million square feet which have been built. An additional 13 million square feet of industrial space is planned in a second light industrial center, the 1,600-acre Valencia Commerce Center.

The Magic Mountain Resort Complex includes a 400-acre project adjacent to I-5 and Six Flags Magic Mountain. The proposed project is planned to include office buildings, hotels, residential development, and retail stores planned around a golf course.

### **Castaic Corridor Plan**

The Castaic Corridor encompasses a 66-square mile area in the northwest section of the Santa Clarita planning area. Geographically, the area is characterized by natural, developed and undeveloped hillside with public and recreational lands.

The purpose of the plan is orderly and controlled development of vacant land. Until adoption of the plan in 1987, development was rapid and uncontrolled with little regard to land use compatibility. The plan accommodates additional residential, commercial, and industrial development while preserving the natural form of the steep hillsides and the rural nature of the interior.

Circulation improvements are provided to enhance an orderly flow of traffic within and through the community. Issues, such as protection of riparian habitat and terrain, as well as community design, are addressed.

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The plan currently allows for a total of 8,509 residential units, 2,397,800 square feet of commercial use, and approximately 14.7 million square feet of industrial space. Commercial and industrial development could potentially provide 29,400 additional jobs by 2010. As of 1986, only 800 jobs existed in the area. The plan is concerned with providing a balance between jobs and housing. The Land Use Plan Map was adopted by Los Angeles County but not the goals and policies of the plan.

### **STATEMENT OF ISSUES AND CONSTRAINTS**

While the setting and location make the Valley attractive for development, they also place significant constraints on future development. Development considerations include both physical and environmental factors, such as topography, seismic hazards, flood hazards, significant ecological areas, and landslides, and the adequacy of infrastructure, such as roads and utilities. The Background Report for the general plan details the physical and environmental development constraints. In order to put the goals and policies of the land use element in perspective, a summary of the development considerations are indicated below:

- **Slope Gradient.** Hillsides and steep slopes are a common environmental constraint in the Santa Clarita planning area. Hillside slope areas require special standards and management in order to assure appropriate development without substantial degradation of the valuable landforms within the Santa Clarita Valley. A detailed hillside and ridgeline preservation ordinance, together with development guidelines, should be prepared to regulate development in hillside slope areas.
- **Seismic Hazards.** Seismic hazards pose a potential development constraint in the Santa Clarita Valley due to faults traversing the planning area. Given the seismic topographic nature of Santa Clarita, some of the faults in the planning area may fall within future special study zones.



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The Alquist-Priolo Act created study zones to ensure that new development considered the risks from known active faults. Those lands which may fall within the study zone are considered under a major constraint for development. Those areas that are located within 1/8 mile of "active" or "potentially active" faults, such as the Clearwater, Holser, and San Gabriel faults, may be considered as future candidates for special study zones.

- **Flood Hazards.** Development that occurs within flood plains is regulated to prevent the potential loss of life and property. The river channels may be used for equestrian and bicycle trails, passive and active recreation, sand and gravel extractions (if appropriate), and other nonpermanent activities.
- **Significant Ecological Areas.** Significant Ecological Areas (SEAs) are designated by the County in recognition of an area's important ecological characteristics. In general, SEAs are ecologically fragile or are considered important land and water areas with valuable plant and animal communities. At present, there are five SEAs which the County designated in the Santa Clarita Valley planning area: the Santa Clara River (SEA Number 23); San Francisquito Canyon (SEA Number 19); Lyon Canyon (SEA Number 63); the Valley Oaks Savannah (SEA Number 64); and the Santa Susana Mountains (SEA Number 20). While development is not prohibited within SEAs, it should be designed in order to preserve the SEA and assure its ongoing viability. SEAs should be considered prime candidates to be acquired for public open space.
- **Santa Clarita Oak Tree Ordinance No. 88-34.** The City of Santa Clarita protects and preserves the remaining oak trees (genus Quercus) within City boundaries through a local City ordinance. It prohibits the cutting or removal of all healthy oak trees of a certain size, whether on private or public lands unless a city permit is issued. The ordinance regulates pruning, grading, excavating, trenching, parking of vehicles, or any other intrusion into the "protected zone" of an oak. A permit is required to encroach upon the protected zone for any reason, unless one of the mitigating circumstances listed in the ordinance are applicable.

## *Land Use Element*

- **Significant Ridgelines.** Significant ridgelines are those ridgelines that are visually dominant and important within the community. There are a number of significant primary, secondary, and landmark ridges within the planning area. Development should be strictly regulated in these areas and significant ridgelines should generally not be graded nor construction placed upon them. A ridgeline preservation and hillside development ordinance and guidelines should be prepared in order to identify significant ridgelines and ensure their proper regulation.
- **Infrastructure.** Infrastructure in the Santa Clarita Valley, especially with respect to the roadway network, should be viewed as a constraint to development. This infrastructure constraint is caused, in part, by the Valley's varied topographical relief, the Santa Clara River and its tributaries which require numerous bridge crossings, existing development patterns, and funding shortfalls.
- **Water.** The uncertainty regarding future availability of water in the southern California area should also be viewed as a potential constraint to development. The Santa Clarita Valley also relies on local ground water supplies for domestic, commercial, and agricultural uses; preservation and conservation of these resources must be paramount in the minds of land use planners. Existing and proposed land uses and operations must consider the consequences that may result if they contribute to the degradation of either ground water or surface water that are used to replenish ground water supplies.
- **Other Constraints.** Other development constraints include erosion control, fire protection, and potential for liquefaction. Erosion control and fire protection are largely a direct function of slope gradient. Damaging effects from liquefaction may be minimized through adherence to existing code requirements regarding foundation design. Liquefaction zones in the Santa Clarita Valley coincide with the identified flood plains. Additional development constraints include accessibility, existing developed patterns, noise, traffic, facilities, and utilities.

## **GOALS AND POLICIES**

The objectives and statement of issues identified in the previous section will be addressed through the goals, policies, and implementation sections of this element and others in the General Plan. While the goals and policies are not the total solution, they provide a new direction for the development and redevelopment of the new City of Santa Clarita and the surrounding area.

### **Growth Management**

**GOAL 1:** To preserve the character of the communities and the integrity of the Santa Clarita Valley by permitting orderly growth through the synchronization of development with the availability of public facilities such as roads, sewers, water service and schools needed to support it.

- Policies:**
- 1.1 Develop and implement a Public Facilities Ordinance that requires that adequate infrastructure exist or be programmed for construction within a defined period of time as a condition of development approval.
  - 1.2 Develop and implement a program of Development Impact Fees to provide adequate public facilities and services in a timely manner.
  - 1.3 Prepare an annual growth monitoring report to the community that includes the status of all projects, the status of capital improvements for roads, sewers, water, schools and libraries, and a status report on the development trends in the Valley.
  - 1.4 Study the feasibility (including, but not limited to housing and land use) of an Annual Growth Policy that provides guidelines for the determination of the adequacy of Public Facilities and allows the City to set appropriate levels of development consistent with all General Plan goals and policies.
  - 1.5 Utilize computer modeling to assess cumulative impacts of development on public facilities.



## *Land Use Element*

- 1.6 Incorporate into the annual Capital Improvement Program a timetable for eliminating the infrastructure deficit and provide for an annual goal for such reduction.
- 1.7 Pursue an annexation policy that brings tangible benefits to City infrastructure and provides a self supporting tax base.
- 1.8 Encourage the concept of traffic mitigation agreements that provide a variety of transportation options including but not limited to automobiles, transit, commuter trains, light rail and bicycle pathways.
- 1.9 Continue to pursue a policy of cooperation with Los Angeles County and seek adequate documentation, notification, and mitigation of infrastructure impacts beyond or bordering the City's boundaries.
- 1.10 Consider the establishment of additional SEA's where unique environmental or geological conditions exist or may be created by future land uses.
- 1.11 Establish an open space district with funding capability to acquire parcels that may be suitable for development.

### **Types and Mix of Land Use to be designated in the planning area.**

**GOAL 2:** To achieve the development of a well-balanced, financially sound, and functional mix of residential, commercial, industrial, open space, recreational, institutional and educational land uses.

- 2.1 Encourage the development of a broad range of housing types to meet the needs of the existing and future residents of the planning area, including, but not limited to, the development of single-family detached homes, condominiums, apartments, and manufactured housing.
- 2.2 Promote the development of service and neighborhood commercial activities to meet existing and future needs. These centers must be nonintrusive, sensitive to surrounding residential land uses, and should be located adjacent to arterial roadways.

## *Land Use Element*

- 2.3 Establish a hierarchy of commercial centers, including neighborhood, community, and regional serving centers, together with appropriate and compatible levels of use to serve the population. The centers should be located on arterial thoroughfares and be nonintrusive and sensitive to residential land uses so as to provide both convenience and compatibility. Note: this policy is intended to encourage unified commercial theme centers and assembly of properties and shall not be construed to encourage small, multi-tenant and convenience centers located on corners or in strip fashion along commercial streets.
- 2.4 Encourage light industrial, manufacturing, office, and research and development activities that will not adversely impact the environment, while providing employment opportunities.
- 2.5 Encourage the development of business park areas for future industrial/manufacturing land uses, with landscaping, employee recreation, pedestrian walkways, and other unified design standards.
- 2.6 Warehousing and distribution activities should be located in proximity to freeways, rail lines, or other major transportation thoroughfares to facilitate the efficient movement of goods and minimize disruption and congestion on local and commercial streets.
- 2.7 Encourage complementary land uses which promote the development of hotels/motels, convention facilities, and other visitor-serving uses in the vicinity of Magic Mountain and in other appropriate locations in the planning area.
- 2.8 Explore the use of utility rights-of-way for tree farms, nurseries, row crops, trails, and greenbelts.
- 2.9 Encourage the development of equestrian-oriented housing in areas that are presently equestrian-oriented, and ensure that other surrounding land uses are compatible with the adjacent equestrian zones.
- 2.10 Establish an open space district with funding capability to acquire parcels that may not be suitable for development.
- 2.11 Provide for the reservation of adequate land to meet projected institutional and infrastructure needs.

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- 2.12 Promote the retention of open space to preserve significant ridgelines, to provide land use buffers, and to provide for both public safety and oak tree preservation.
- 2.13 Encourage the preservation of the Angeles National Forest and Los Padres National Forest as an open space reserve close to the urban interface, and an important wildlife habitat and corridor.
- 2.14 Promote the development of commercial and industrial activities in all communities of the planning area.
- 2.15 Discourage the development of additional strip commercial centers and corner mini-shopping centers.
- 2.16 Encourage the establishment of a permanent farmers market complex which offers a variety of goods.
- 2.17 Promote the retention and expansion of existing college facilities.
- 2.18 Promote the retention and provide opportunities for expansion of existing manufacturing and industrial land uses in industrial/commercial and business park locations.

### **Distribution and Intensity of Land Use Development**

**GOAL 3:** To achieve a balanced physical environment through sensible land use planning and urban design, while establishing the City's role as a regional center.

- Policies:**
- 3.1 Promote the development of City centers where more intensive land uses will be encouraged, including the development of a regional commercial center, office/business park centers, an entertainment complex, and a civic town center.
  - 3.2 Designate a central commercial core of concentrated and higher intensity commercial activities to serve the region and ultimate population, create an identity and progressive image for the City, and capitalize on related economic and employment benefits.



## *Land Use Element*

- 3.3 Identify a primary town center and other centers which encourage a pedestrian orientation and can accommodate a clustered mix of commercial, entertainment, recreation, town square/meeting place(s), multi-use complexes, and multimodal transportation activity opportunities.
- 3.4 Promote the concentrated development and revitalization of secondary City or community centers having historical and/or community-wide interest.
- 3.5 Promote Santa Clarita's location along Interstate 5 and Highway 14 as an important link between southern and northern California, as the northern gateway to the metropolitan Los Angeles area, and as a self-sufficient community and center serving the broader region.
- 3.6 Locate higher density residential development in close proximity to regional and sub-regional centers and public transportation corridors.
- 3.7 Continue the established pattern of attractive greenbelts, golf courses, open space (including the protection of adjacent significant ecological areas), and entertainment/recreational amenities along Interstate 5, and promote a similar pattern along State Route 14 to strengthen and enhance the image of the City as a pleasant and fun place to live, work, visit, and play.

### **Quality and Maintenance of Development**

**GOAL 4:** To ensure that development in the City is consistent with the overall community character and that it contributes in a positive way toward the City's image.

- Policies:**
- 4.1 Establish a land use pattern that is constructed around a framework of established greenbelts and a linear system of equestrian, pedestrian and bike trails tied to the primary network of the river corridor.
  - 4.2 Promote the development of key gateway design identification measures that will promote a positive community image and implement community design themes where appropriate.

### *Land Use Element*

- 4.3 Encourage setbacks, landscaping, or other measures to provide physical and visual buffers between land uses to minimize potential land use conflicts between dissimilar uses.
- 4.4 Focus revitalization efforts on eliminating blight along the railroad right-of-way adjacent to San Fernando Road, substitute landscaping for existing business, retain railroad right-of-way for future transit uses, including the consideration of parking structures and investigate possible trail uses within the railroad right-of-way along San Fernando Road and elsewhere.
- 4.5 Promote the preservation, rehabilitation and/or upgrading of older established centers, including downtown Newhall, Canyon Country, and Saugus, where appropriate.
- 4.6 Encourage the upgrading of strip commercial development along San Fernando Road and Lyons Avenue.
- 4.7 Prevent further development of unsightly and inefficient land use patterns, such as those found along Lyons Avenue, Soledad Canyon, San Fernando Road, and other main thoroughfares.
- 4.8 Consider forming an architectural design review process conducted by staff to ensure that new construction and renovation of existing structures achieve a high level of architectural and site design quality.
- 4.9 Ensure that signage on new and existing development is visually attractive and provides a high quality image for the City.
- 4.10 Enforce design and maintenance standards to ensure that buildings and property in the City are adequately maintained.
- 4.11 Enforce building and safety codes and regulations concerning the upgrade, rehabilitation, or removal of deteriorated and dilapidated buildings, structures and sites.
- 4.12 Maintain and enhance the desirable rural qualities found in the certain existing neighborhoods which are rural in character, such as Placerita, Sand, and Hasley Canyons.

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- 4.13 Encourage the preservation of significant architectural, historical, and cultural structures and landmarks within the planning area whenever possible.
- 4.14 Regulate lighting in new and existing development so that it does not unduly contribute to nighttime visual pollution and glare, and is compatible with surrounding land uses (tailor standards for lighting so they are compatible with the setting).
- 4.15 Maintain and/or enhance the character of the various communities through compatible land use standards and design guidelines, while promoting an overall identity for the Santa Clarita Valley.
- 4.16 Encourage landscaping, art, and other design amenities that complement and enhance the streetscape and the design of new development.
- 4.17 Promote the development of greenscape corridors and setbacks along major streets and arterials.

### **Preservation of Natural Resources**

**GOAL 5:** To provide protection of the environmental setting and habitat through the location of land uses and the use of sensitive design.

- Policies:**
- 5.1 Allow only responsible and sensitive development of hillside areas and prohibit development on ridgelines designated as "Significant Ridgelines."
  - 5.2 Ensure that new development, grading, and landscaping are sensitive to the natural topography and major landforms in the planning area.
  - 5.3 New development must be sensitive to the significant ecological areas (SEAs) through utilization of creative site planning techniques to avoid and minimize disturbance of these and other sensitive areas.
  - 5.4 Discourage the removal of a Hillside Management overlay designation in unincorporated areas when urbanization proposals are made for such areas, and work with the County to develop reasonable and workable standards to provide for both urban and nonurban development.



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- 5.5 Follow the recommendations of the Santa Clara River Study.
- 5.6 Preserve and protect oak and mature specimen size trees and other endangered indigenous plant and animal communities, from excessive and incompatible development.
- 5.7 Encourage the preservation of the Angeles National Forest and Los Padres National Forest and actively discourage the transfer of such forests into the private sector.
- 5.8 Preserve and protect designated wildlife corridors from undue encroachment and disruption.
- 5.9 Promote the public acquisition of significant ecological areas with the intent of preserving them as natural open space.
- 5.10 Promote the concept that development and circulation improvements should not adversely affect wildlife corridors.
- 5.11 Preserve and protect endangered fauna and flora species, and their habitats.

### **Housing Distribution and Maintenance and Provision for Affordable Housing**

**GOAL 6:** To protect and enhance the integrity of existing residential neighborhoods and to provide for affordable housing.

- Policies:**
- 6.1 Focus housing rehabilitation efforts, or if necessary, replacement programs, on deteriorating residential neighborhoods located in Newhall and elsewhere.
  - 6.2 Continue to provide for the development of new housing while ensuring that the character, scale, and density of new residential development is sensitive, compatible and complimentary to existing residential neighborhoods.

## *Land Use Element*

- 6.3 Provide for the retention and maintenance of existing residential neighborhoods which are primarily developed with single-family homes and ensure that new development is compatible with and complementary to existing development in terms of scale, architecture, and density.
- 6.4 Provide for the retention and maintenance of multiple-family neighborhoods and ensure that new development is compatible with and complements existing structures, in scale and architecture, where a distinctive neighborhood character exists.
- 6.5 Provide low and moderate income family and senior citizen households with housing opportunities by promoting types of development that can accommodate such households.
- 6.6 Promote onsite campus housing at both existing and potential future area colleges as a means to meet affordable housing needs of the student population.

### **Responsible Growth Management**

**GOAL 7:** To preserve the character of the communities and the integrity of the Santa Clarita Valley through orderly development practices and the provision of private and public capital improvements, facilities, and services to support existing and future development.

- Policies:**
- 7.1 Ensure demand for public facilities and services does not exceed the ability to provide and maintain such facilities and services; necessary facility improvements should precede or be coordinated with future development.
  - 7.2 Ensure, within the City's power, that facilities and services are provided in a timely manner through collection of developer fees.
  - 7.3 Establish and implement necessary safety measures and standards to ensure that development is appropriately restricted in areas where natural hazards are present (seismic, geologic, flooding, fires, etc.), unless such hazards can be mitigated.

## *Land Use Element*

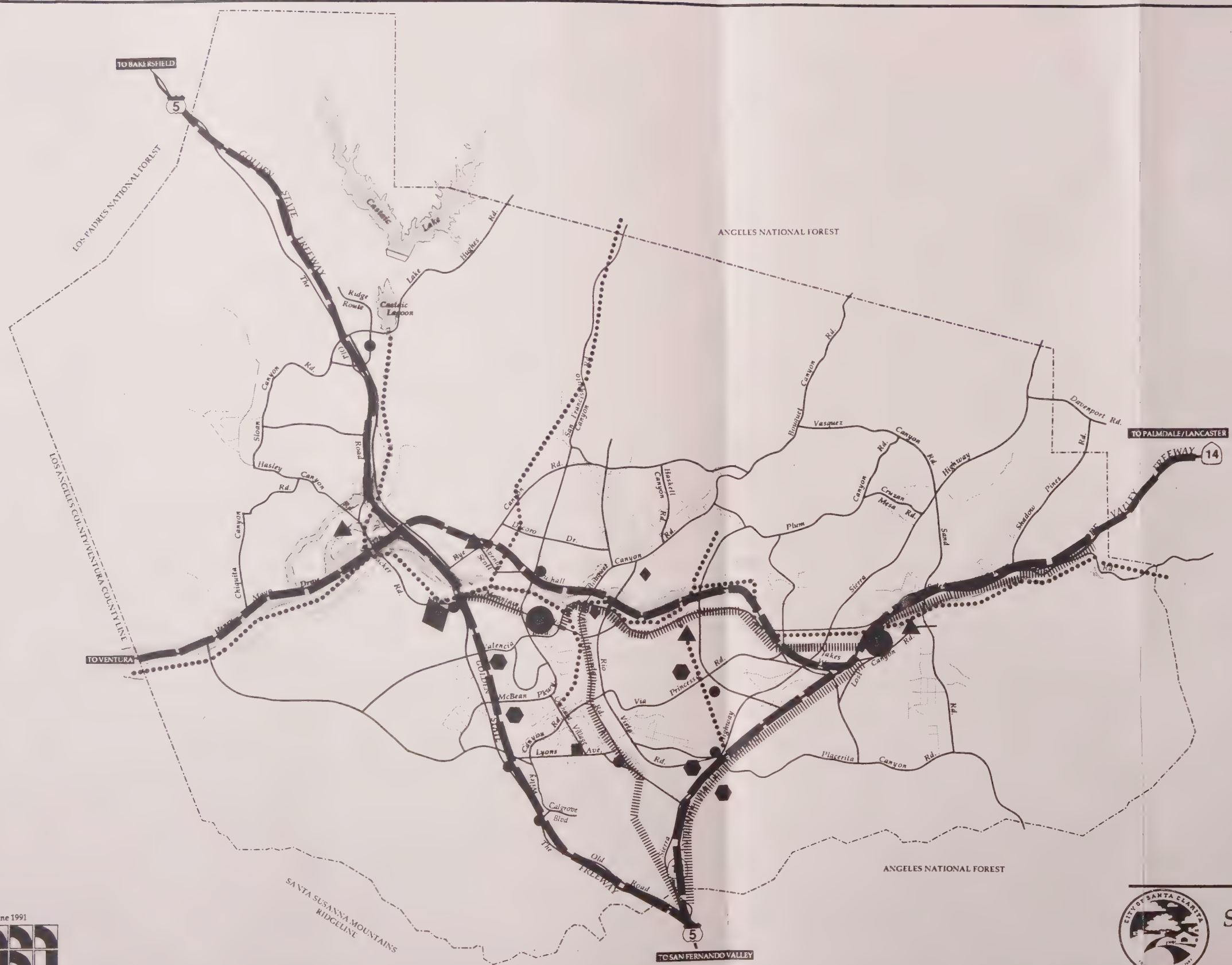
- 7.4 Consider school adequacy when evaluating development proposals under the land use plan.
- 7.5 Consider water availability when evaluating development proposals under the land use plan.
- 7.6 Coordinate annexation activities with City growth management strategies.
- 7.7 Avoid or offset the adverse impacts of additional development as a necessary component of the growth control strategy.
- 7.8 Utilize computer modeling and Capital Improvement Programming to assist in monitoring growth, development and the public services and infrastructure necessary to accommodate such development.
- 7.9 Encourage "pay as you go" fees for development.

### **LAND USE PLAN**

The land use concept for the City of Santa Clarita and Santa Clarita Valley envisions community centers for each of the identified communities of Valencia, Newhall, Saugus, Canyon Country, Placerita and Castaic. Each of these communities are defined by ridgelines or other topographic features and traditional travel and shopping patterns. The community centers help to further define and strengthen the sense of community within Santa Clarita. These centers are not intended to be of high intensity, but rather, to reflect the suburban or rural lifestyles characteristic of the community and neighborhoods which they serve. The exception to the community centers concept, however, may be the community center for downtown Newhall. This center is distinct from the rest in both its age and manner of development. Special standards and revitalization efforts for this area may be appropriate to preserve and enhance the "old town" atmosphere, foster a pedestrian orientation with quality shopping opportunities and to capitalize on the tourist and recreational opportunities of Hart Park.







- Legend**
- Major Subcenter
  - Minor Subcenter
  - Freeway
  - Rail Mass Transit
  - Retail/Commercial
  - Visitor Serving Commercial
  - Business Park/Office
  - Civic/Institutional
  - Greenbelt
  - Existing or Potential Future College/University Sites







## *Land Use Element*

The Valley Center Concept represents a new and exciting focal point for the Valley. It provides varied components in groupings of compatible uses, mutually supporting and internally integrated. Each component when combined creates the Valley Center. The Land Use Plan establishes a Valley Center Concept which serves the entire Valley and its communities. Within the Valley Center will be community-wide attractions, shopping opportunities, recreation and open space amenities and other uses to serve the entire Valley.

Residential development within the Valley Center and its components would be at higher densities to encourage increased viability. The use of higher densities in the Valley Center is one growth management technique which would enable lower, less intensive development outside the Center to counter balance the increased densities in the Center. This technique results in the preservation of the characteristic suburban and rural lifestyles of the many neighborhoods and communities of the Valley while providing a central location for broad-based commercial, open space and recreational opportunities serving the entire Valley.

The preservation and enhancement of the Santa Clara River is a major feature of the land use plan. The Plan directs enhancement of portions of the River, where appropriate, for park and natural preservation purposes. The Valley Center portions of the River are proposed for a major recreational and environmental theme containing diverse recreational and cultural activities, pedestrian/equestrian and bike paths, a nature center, and a variety of residential uses all integrated in a river environment.

The City of Santa Clarita Land Use Element and Map designates five major areas of land use:

- Residential
- Commercial
- Industrial

## *Land Use Element*

- Overlays
- Open Space

Each of these five major areas are further divided into specific land uses as detailed in Table L-4. Each of these land use categories will correspond to one or more districts or zones in the new zoning ordinance.

The Land Use Element also provides for the concept of overlay land uses. An overlay land use provides an opportunity for the property owner to accomplish more detailed planning for the property, consistent with the goals and policies of the general plan. As discussed above and more specifically described on Pages L-56 through L-61, the Plan contains a Valley Center Concept (VCC). This refers to the concept of a thematic approach to future development of the Valley Center area. Overlay land uses are also used to designate areas of environmental significance, such as significant ecological areas (SEA) and mineral and oil areas (MOCA). In cases where these overlays are utilized, development of the base land use must take into account the preservation, continued viability, usage, ownership, maintenance, or in the case of mineral and oil, the termination of that land use. If it is determined, through a site specific land use study approved by the City of Santa Clarita, that the boundaries of the SEA or MOCA do not affect a particular property, then the designation will have no effect on the development of the base land use.

The land use categories and their designation are delineated on the land use map and will in most cases correspond directly to the new zones or districts of the zoning ordinance. A literal translation of the land use designation on a parcel of land to a specific zoning designation will provide for the needed connection between the planning for the City and the implementation of the plan through zoning. The land use category will provide general

## *Land Use Element*

direction on the kinds of development and constraints to development, while the zoning ordinance will set forth specific setbacks, heights, uses, and specific performance characteristics desired.

Land use policy, as it is depicted in graphics and discussed in narrative, seeks to achieve a number of community objectives related to land use. These objectives are to be accomplished in several ways:

- Where appropriate, land use designations and their corresponding standards generally reflect the density and intensity of existing development and the community character.
- The land use categories do not differ greatly from those previously used under the county plan which also reduces the number of inconsistencies.
- All land in the City that is presently undeveloped has been designated for a specific land use. There are no temporary "holding zones" proposed in this Plan. In this way, property owners, neighbors, and officials can anticipate the nature and intensity of development that is likely to occur in these areas. This must, however, be considered in light of any significant constraints to development or reuse.
- Higher intensity and valley-wide serving commercial, open space and recreational opportunities are directed to the Valley Center to complete and fulfill the community-wide needs. This in turn, provides preservation of other areas, where established development patterns or physical constraints will require lower densities to maintain environmental qualities and neighborhood integrity.

## **LAND USE DESIGNATIONS AND STANDARDS**

The land use element and plan include basic categories of land use. Descriptions for each category of land use are provided in the following paragraphs. The description of each land



## *Land Use Element*

use designation includes standards for building intensity and population density for residential uses. Intensity of development for residential land use is expressed in units per gross acre. Nonresidential land use intensity standards are expressed in terms of floor area ratios (FARs). FARs are used to describe the maximum building intensity for the commercial and industrial categories of land use. A floor area ratio is the ratio of building floor area to the total land area of the lot. For example, suppose a two-story building with a total floor area of 25,000 square feet is situated on a lot with an area of 50,000 square feet. In this instance, the floor area ratio is .5, or the building's total floor area is half that of the lot.

Each of the categories of land use correspond to one or more zoning districts contained in the City's zoning ordinance. While the Land Use Element establishes basic criteria and guidelines for future development, the zoning ordinance contains specific development standards.

It must be stressed that while the Land Use Element sets forth some development standards, there may be additional restrictions applied to future development through the other elements of the General Plan and due to the particular location of a property. Lower densities and intensities will be appropriate and should be anticipated when constraints to development are present on property proposed for development. Such constraints may include the topographical relief and slope, presence of seismic or flood hazards, impact to a significant ecological area, presence of oak trees or other valuable biotic resources, significant ridgelines, need for fire protective greenbelts, erosion and landslide protection, as well as constraints upon the infrastructure system especially roads and the uncertainty of future water availability. A good example would be proposed development in an SEA. Development in an SEA is likely to result in substantial reductions in overall intensity and density of allowable development. The particular SEAs are described in detail within the

## *Land Use Element*

Open Space and Conservation Element of this general plan. SEAs are not described in the Land Use Element, however, they are identified on the draft General Plan Land Use Map.

The surrounding characteristics, preservation of neighborhood integrity and compatibility with existing uses shall also be taken into consideration in connection with new development proposals. These considerations and constraints can be expected to reduce allowable densities and intensities to below the mid-point of the Plan designation. Generally, the lowest densities and intensities can be expected in the more outlying portions of the planning area.

The range of development density and intensity is described for each of the land use designations included in this element and is summarized in Table L-3. These land use designations should not be construed as temporary holding categories awaiting higher density designations in the future. The Plan has looked at development suitability within the entire Santa Clarita Valley and applies designations for anticipated, long-term future development.

### **NON-CONFORMING LAND USES**

In the event, through the adoption of the General Plan, an existing land use becomes non-conforming, the land use shall be allowed to continue so long as it is not determined to be detrimental to the health, safety and welfare of the adjacent and surrounding area, or the city as a whole. Any expansion of a non-conforming land use shall comply, to the extent possible, with the currently adopted General Plan. Should a non-conforming land use cease to exist by an act of God, i.e., flood, earthquake, etc., the non-conforming use should be permitted to be re-established so long as it takes into consideration the currently adopted General Plan.

## **AGRICULTURE AND RESIDENTIAL DESIGNATIONS**

The density ranges identified in the agricultural and residential categories are intended to define maximum permissible densities. Nothing contained in these ranges shall be construed to prohibit lower densities than found in such ranges nor be an implicit allowance of the upper density. The mid-point of the density range shall be considered the maximum density in each category unless exceptional and overriding community benefits would be achieved from higher densities of the project. The specific design and circumstances of each project shall dictate the appropriate densities, which generally will be between the lower and midpoint density.

The Circulation Element assumed existing land use at actual built/approved densities and future land use is at midpoint densities. Future development at a density higher than midpoint may cause circulation problems which were unforeseen in preparing the Circulation Element. Therefore, development proposed at higher than mid-point density shall require a conditional use permit or other special consideration, with the finding that the onsite and offsite circulation has been examined and found to be adequately mitigated.

### **Agriculture**

Agriculture (A) is a category created to ensure preservation and continuation of existing agricultural, farming and ranching uses within the Valley. Development in this category would be limited to one single-family home per legal lot and associated farm labor housing under appropriate permits. Lot sizes are intended to be in large acreages with minimum sizes of 80 acres. Contiguous family-owned land holdings may be considered in determining minimum lot sizes for agricultural operations within this designation. The uses expected in



TABLE L-3

PRELIMINARY SANTA CLARITA LAND USE DESIGNATIONS

<u>Agriculture and Residential Designations</u>	<u>Designation</u>	<u>Per Gross Acre</u>
■ Agriculture	A	Minimum 80 acres
■ Residential Estate: large lot homes	RE	0-0.5 D.U.
■ Residential Very Low: large lot homes	RVL	0.5-1.0 D.U.
■ Residential Low: detached single-family	RL	1.1-3.3 D.U.
■ Residential Suburban: detached single-family	RS	3.4-6.6 D.U.
■ Residential Moderate: detached, attached and mobilehome parks	RM	6.7-15.0 D.U.
■ Residential Medium High: attached units	RMH	15.1-25.0 D.U.
■ Residential High: attached units	RH	25.1-32.0 D.U.
<u>Commercial Designations</u>		
■ Commercial Town Center: Regional Mall	CTC	0.25-0.5:1 FAR
■ Commercial Community: Community Shopping Centers and Highway Related Uses	CC	0.25-0.5:1 FAR
■ Commercial Neighborhood: Neighborhood Shopping Centers	CN	0.15-0.5:1 FAR
■ Commercial Office: Office and Professional Uses	CO	0.50-2:1 FAR
■ Visitor Serving/Resort: Hotels, Motels, Recreation Centers, Freeway Commercial	VSR	0.25-4:1 FAR
<u>Industrial Designations</u>		
■ Business Park: Light Industrial Parks, limited retail commercial, limited office	BP	0.5-1.5:1 FAR
■ Research and Development, and Warehousing		
■ Industrial/Commercial: Mixture of industrial with some commercial uses	IC	0.5-1.0:1 FAR
■ Industrial: Light to Medium Industrial Uses	I	0.5-0.75:1 FAR

*Land Use Element*

TABLE L-3 (continued)

<u>Overlay Designations</u>	<u>Designation</u>	<u>Per Gross Acre</u>
■ Significant Ecological Area	(SEA)	Limited Development
■ Valley Center Concept	(VCC)	Thematic and mixed use concept for the Valley Center area containing major commercial, open space, residential and recreational opportunities.
■ Mineral/Oil Conservation Area	(MOCA)	Applies to Mineral and Petroleum Resources areas.
<u>Other Designations</u>		
■ Open Space	OS	Generally applies to lands which are in public ownership, some limited density may be permitted at one du/20 and 40 acre net, minimum lot sizes.
■ Private Education	PE	Designates privately held colleges with major land areas. The purpose of this designation is to allow the colleges to continue to expand their operations consistent with uses normally found on college campuses. All operations must meet the requirements of the Zoning Ordinance and other applicable municipal ordinances and policies.

Source: Michael Brandman Associates 1990.

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## *Land Use Element*

this category are expected to include commercial farming, commercial raising of animals, repair and maintenance of farm equipment, storage of agricultural products and other similar uses related to the operation of a farm or ranch.

### **Residential Estate**

Residential Estate (RE) is a category created to ensure the continuation of existing agricultural farming and ranching activities and to ensure the rural and country character of certain portions of the planning area are maintained. The density of any development within the existing agricultural areas should be maintained with large lot sizes of 20 and 40 acre minimums. The density of proposed residential development is expected to be in large custom single-family homes on uniquely configured lots which have been designed to be sensitive to topographic and environmental considerations. Minimum lot sizes for large custom homes would be on 2 gross acres.

Within this category agricultural, farming, and ranching uses and the keeping and raising of animals are expected in those specific areas. The keeping of horses and related animals are expected within the residential area. More than one zoning district is expected to implement this category.

The use of transfer of development rights should be employed to preserve steep slope areas and areas of significant flora and fauna. Development should occur in areas non-encumbranced by sensitive environmental factors.



## *Land Use Element*

### **Residential Very Low**

Residential Very Low (RVL) is a single-family detached category to encourage the development of 1 unit per gross acre. There are already areas of development existing at this density within the City. This category will permit the rural and country character of a number of existing neighborhoods to be maintained. The keeping of horses and related animals is generally found in this category. Large custom single-family homes are expected to develop in this category.

The use of transfer of development rights should be employed to preserve steep slope areas and areas of significant flora and fauna. Development should occur in areas non-encumbranced by sensitive environmental factors.

### **Residential Low**

Residential Low (RL) is a single-family detached category with a mid-range density of 2.2 dwellings per gross acre. The density range for this category is from 1.1 to 3.3 units per gross acre. Development in this category may, on the larger lots, permit the keeping of horses and related animals. However, as development on smaller sized lots of less than 1/2 acre and less may not be allowed to keep horses and related animals. Homes developed in this category are expected to be single-family detached homes in a tract setting and larger lot homes which may be built to suit or semi-custom tract homes.

### **Residential Suburban**

Residential Suburban (RS) category corresponds to the typical single-family detached tract home developments found throughout the planning area. The density range in this category

## *Land Use Element*

is from 3.4 to 6.6 dwellings per gross acre with a mid-range density of 5 dwellings per gross acre. No animal keeping other than domesticated cats, dogs, birds, etc. are permitted.

### **Residential Moderate**

Residential Moderate (RM) category corresponds to small groupings of attached dwellings such as duplexes, triplexes, and fourplexes having ample yard and open space areas. This category is also consistent with typical densities for mobile home parks. In certain instances, single-family homes may be permitted in this category on small individual lots where it can be demonstrated that the appropriate amenities, services, parking, and other features can be provided. Densities of development of this category range from 6.7 to 15 units per gross acre with a mid-range density of 11 dwelling units per gross acre.

### **Residential Medium High**

Residential Medium High (RMH) is a category which corresponds to grouped housing in townhomes, triplexes, fourplex and larger group housing. Private recreation amenities are provided on site as well as common and private open space. Ownership generally would be through condominium or fee simple, when the complex is provided as rental housing. Specialized developments, such as senior housing and affordable housing, are economically possible at the upper end of the density range. The density of development for this category ranges from 15.1 to 25.0 units per gross acre, with a mid-range density of 20 dwellings per gross acre.

## *Land Use Element*

### **Residential High**

Residential High (RH) is a category characterized by group housing similar to the Residential Medium High but at higher densities. Development at the average density of 30 dwellings per gross acre are likely to occur in buildings comprised of six, eight, ten and twelve units. Building may be two or three stories in height. Private recreation will be provided as well as common and private open space. The density range of this category is from 25.1 to 32.0 dwellings per gross acre, with a mid-range density of 28.0 dwellings per gross acre.

In special circumstances, when housing is proposed for senior citizens and/or low and moderate income persons, in areas where higher densities are appropriate and services are available, densities of up to 35 dwellings per gross acre may be permitted. In the Valley Center area only, densities up to a maximum of 50 dwelling units per acre may be permitted where appropriate.

### **COMMERCIAL DESIGNATIONS**

The intensities identified in the commercial categories are intended to define maximum permissible intensity of development. Nothing contained in these ranges shall be construed to prohibit lesser intensity than found in such ranges nor be an implicit allowance of the upper end of intensity. The specific design and circumstances of each project shall dictate the appropriate intensity, which is generally expected to be between the low and mid-point of the allowable floor area ratio range.



## *Land Use Element*

The Circulation Element assumed existing land use at actual built/approved intensities and future land use is at midpoint intensities. Future development at an intensity higher than mid-point may cause circulation problems which were unforeseen in preparing the Circulation Element. Therefore, development proposed at higher than mid-point intensity shall require a conditional use permit or other special consideration, with the finding that the onsite and offsite circulation has been examined and found to be adequately mitigated.

### Commercial Town Center

Commercial Town Center (CTC) category is used to denote the centers of the various communities within the City and the Valley Center. This category permits a wide range of retailing, service, and related activities located in and around a large regional shopping center. The emphasis of the commercial uses within the Valley Center is to provide retail uses which are of a regional nature drawing beyond the boundaries of the City. Development intensity for this category will be governed by floor area ratios ranging between 0.25-.5:1.

### Community Commercial

Community Commercial (CC) category designates those areas of the City and the planning area that are for retailing uses of a community-wide nature that attract people from beyond the immediate neighborhood. Designations of this land use are on corners of major and secondary street and highway oriented uses found along high traffic corridors. The community commercial category typically will include at least one to two major users and shall not be construed to be an allowance of a proliferation of small, multi-tenant convenience shopping centers located on corners and in strip commercial fashion along the City's commercial streets. Uses may include a department store, movie theater, major

## *Land Use Element*

hardware store, supermarket, major clothing outlet, discount store and other related uses. Development intensity for this category will be governed by floor area ratios ranging between 0.25 to 0.5:1.

### **Commercial Neighborhood**

Commercial Neighborhood (CN) category designates areas for small neighborhood shopping centers of 5 to 10 acres in size located in close proximity to residential areas. Uses usually found in such centers generally are a supermarket, superdrug store, restaurants, and related retail shopping to serve the neighboring residents. More intensive commercial uses such as bars, dinner houses, automotive repair uses, and many commercial uses requiring outdoor storage or display are generally not permitted or permitted only upon approval of a conditional use permit. The description of the neighborhood commercial category shall not be construed as an encouragement for the establishment of small, multi-tenant convenience shopping centers located on isolated corners or individually developed along commercial streets. The intent of this category is to provide for a cohesive and independent commercial center serving the immediately surrounding neighborhood. Neighborhood centers are generally located at the intersection of arterial roadways and are generally located in small centers. Development intensity for this category will be governed by floor area ratios ranging between 0.25 to 0.5:1.

### **Commercial Office**

Commercial Office (CO) category designates areas for those business establishments primarily using offices and providing professional services. Activities such as legal services, financial institutions, administrative and corporate offices, medical offices and clinics, and a wide range of similar businesses are included. Activities in this category generally have

## *Land Use Element*

retail or wholesale operations limited to the ground floor and limited to less than 25 percent of the gross floor area. Commercial office developments are located in centers or as individual buildings along a well travelled Circulation Element road. The provision for employee recreation opportunities shall be encouraged in the commercial office category. Development intensity for this category will be governed by floor area ratios ranging between 0.5-2:1.

### **Visitor-Serving Resort**

Visitor-Serving Resort (VSR) category is to provide areas to serve visitors to Magic Mountain Amusement Park, the colleges, the national forests, the Castaic Lake Recreation Area and, other visitor-attracting areas within the Valley or as a stopping off point prior to travelling on northward. It may also be used to designate areas within the City which serve the hotels, motels and recreation areas. These uses could include restaurants, gasoline stations, convenience markets, souvenir shops and other related uses. Development intensity in this category will be governed by floor area ratios ranging between 0.25-1:1, except that hotels may go to 4:1 with a conditional use permit or other special consideration.

## **INDUSTRIAL DESIGNATIONS**

The intensities identified in the industrial categories are intended to define maximum permissible intensity of development. Nothing contained in these ranges shall be construed to prohibit lesser intensity than found in such ranges nor be an implicit allowance of the upper end of intensity. The specific design and circumstances of each project shall dictate the appropriate intensity, which is generally expected to be between the lower and mid-point of the allowable range.



## *Land Use Element*

The Circulation Element assumed existing land use at actual built/approved intensities and future land use at mid-point intensities. Future development at an intensity higher than mid-point may cause circulation problems which were unforeseen in preparing the Circulation Element. Therefore, development proposed at higher than mid-point intensity shall require a conditional use permit or other special consideration, with the finding that the onsite and offsite circulation has been examined and found to be adequately mitigated.

### **Business Park**

Business Park (BP) category is to provide areas for clean industry, offices related to the industrial usage, research and development, limited retail commercial, encourage the provision of employee recreation opportunities, and warehousing uses for the City. Development in campus-like settings within the City and near major traffic corridors such as I-5 and SR 126 and SR 14 is anticipated. Industrial activities which have a retailing or wholesaling function that is related to the industrial activities are encouraged. These areas of Business Park are expected to provide major employment for the City and the Valley. Development intensity for this category will be governed by floor area ratios ranging between 0.5 to 1.5:1.

### **Industrial Commercial**

Industrial Commercial (IC) category permits a limited, low patronage range of commercial uses, quasi industrial and light industrial activities, research and development activities, encourages the provision of employee recreation opportunities, and acts as a transitional or mixed land use. The purpose of this category is to provide a designation for the continuation of the commercial and manufacturing activity now in existence in the Honby,

## *Land Use Element*

Pine Street, and Sierra Highway areas and permit reasonable and controlled expansion, if warranted. Development intensity for this category will be governed by floor area ratios ranging between 0.5-1.0:1.

### **Industrial**

Industrial (I) category is to recognize the existing industrial and manufacturing uses in the City outside of business parks. Clean industry and light to medium manufacturing is permitted, including research and development, and the encouragement for the provision of employee recreation opportunities. Retrofitting and clean up, where appropriate, of the existing uses upon requests for expansion will be required. Development intensity for this category will be governed by floor area ratios ranging between 0.5 to 0.75:1.

### **OVERLAY DESIGNATIONS**

In addition to the land use categories which describe the type, intensity, and density of development throughout the planning area, the Land Use Element contains overlay designations which identify additional potential for development and/or preservation. The overlay land use will be added to a base land use. In some cases, as with the SEA overlay, the constraints of the SEA are immediate and must be met at all times. The overlays will be indicated on the land use map by the use of parenthesis located under the base land use.

Overlays are designated based upon a determination of land use suitability defined in terms of environmental constraints/resources, and man-made resources/opportunities. In some instances, more than one overlay may be designated.

## *Land Use Element*

### Significant Ecological Area Overlay

Significant Ecological Area Overlay (SEA) category is used to designate areas of prime importance to the City and the Valley for protection and preservation. It consists of the Santa Clara River, the Santa Susana Mountains, San Francisquito Canyon, Lyon Canyon and the Valley Oaks Savannah. Other areas which are found to have community-wide, City, Valley and/or regional importance may be designated. Development in these areas is severely limited. Specific environmental studies must be performed to assess the potential for damage or destruction of an SEA prior to approval of any plans for development in an area identified with an SEA overlay. The intent of the SEA designation is to ensure the continued viability of the biota contained within the SEA. It is the City's desire that the SEAs eventually be acquired and protected as a public trust.

### Mineral/Oil Conservation Area Overlay

Mineral/Oil Conservation Area (MOCA) overlay category is used over a base land use to designate areas which have a significant mineral aggregate resource areas (SMARA) and/or oil fields. The purpose of this overlay is to permit the continuation of the mineral/oil usage while providing development of the area if specific requirements for landscaping, site restoration, protection of residents, noise attenuation, hazardous waste, ground stability and other factors relating to the particular operation are adequately reviewed and covered in a development plan for the site.



### **Valley Center Concept**

The Valley Center Concept (VCC) overlay category is used to designate that central portion of the City which has the potential for creating a Valley-wide focal point. The purpose of the overlay is to permit and encourage master planning at a more detailed level than the general plan providing for a wide range of Valley-wide activities.

### **OTHER DESIGNATIONS**

#### **Open Space**

Open Space (OS) category designates mostly publicly owned land within the planning area. All publicly owned land such as City parks, county parks, forest lands, wilderness preserves, floodplains, SEAs, publicly owned corporation yards, publicly owned fire stations, police stations, and other similarly owned facilities and lands are considered open space. Privately owned land which is designated for open space is permitted residential development at a maximum density of one unit per 20 to 40 net acres, depending upon environmental, aesthetic, and topographic constraints. Limited recreational uses may be permitted when they do not interfere or present a potential to damage significant aesthetic, environmental, or topographic constraints of the site.

#### **Private Education**

Private Education (PE) designates privately held colleges with major land areas. The purpose of this designation is to allow the colleges to continue to expand their operations consistent with uses normally found on college campuses. All operation must meet the requirements of the Zoning Ordinance and other applicable municipal ordinances and policies.

## **HILLSIDE AND RIDGELINE CRITERIA**

The ridgelines and hillsides within the Santa Clarita Valley are considered a valuable and precious natural resource. In order to protect this resource, improved standards for ridgeline preservation and sensitive hillside development are necessary. Such standards, and accompanying guidelines, will contain provisions to minimize the adverse impacts of grading and site design, promote a natural appearance through contour grading, revegetation, and other techniques.

The essential natural characteristics of the area, especially significant ridgelines, major landforms, natural vegetation, and scenic qualities should be maintained in order to protect the integrity, image, and visual quality of the City.

- Hillside areas can be presented as residential, institutional/educational, commercial or industrial land uses.
- Intensive development in slope areas of 25 percent or greater should be strongly discouraged.
- Hillside development should not adversely impact the visual quality of the City nor create an unsafe or unsound conditions.
- Hillside developments should be designed to preserve or follow the natural contour of the land and reduce the amount of land alteration.
- Hillside developments should vary the location and design of structures, landscaping, and access to give a more natural appearance.
- Hillside developments should create a natural effect on finished slopes through rounding off, contour grading, and the use of variable slope ratios (i.e., 2:1, 3:1, 4:1, etc.).
- Significant ridgelines as depicted on the Working Hillside/Ridgeline Map should not be built upon.

## *Land Use Element*

- The use of stepped or split-level pads are encouraged rather than large single pad areas.
- Natural landscaping should be preserved where feasible; where not feasible, similar landscaping types shall be reintroduced to stabilize slopes and mitigate the visual impact of land alteration.
- Grading in hillside areas should leave rounded off, natural appearance slopes instead of manicured cut-and-fill areas.

### **FUTURE CONSIDERATION FOR MASTER PLANNING**

The planning area contains a number of large and/or unique properties for which a master planning concept may be appropriate. Consistent with general plan goals and policies these areas should examine a thematic or mixture of uses. Consideration of master planning for these sites must take into account impacts of the environment, traffic, soils, slope, view-shed, SEA protection, drainage, grading, and other factors as appropriate to the development of the properties.

1. **Valley Center** - The Valley currently lacks a community-wide focus or center. Large blocks of vacant or under-utilized land in the central core area of the City remain available. Development within this central core must take into account the overall concept and direction for this area, as described in this Plan.

The concept is intended to create a Valley identity and unify the communities by designating the central "core" of the Santa Clarita Valley. The central core area of the Valley is the only area for higher intensity and density for both residential and commercial office use, thus allowing maintenance of lower profile, less intensive uses in the surrounding communities.

Concentration of higher intensities and densities of uses into a Valley Center Concept, and only in the Valley Center area, will foster City identity while, at the same time, preserve and protect outlying areas from



overly intensive development. By focusing compatible higher intensities and densities of uses into the Valley Center and allowing mid-point densities or less elsewhere in the planning area, the Valley Center Concept becomes a growth management tool achieving greater environmental quality objectives, both within and outside the Valley Center area.

The Valley Center concept is introduced to augment and support the identified community centers within Newhall, Valencia, Canyon Country, Saugus, and Castaic. In the hierarchy of uses, the Valley Center will have uses which will be of a regional or city-wide basis while the community center uses will be of a more local nature. The community centers will remain the foundation and focus of the location setting while the Valley Center will provide overall identity and a focal point for the City in the Valley.

#### **Methodology, Opportunities, and Constraints**

Established and pending development patterns and vacant or under-utilized land with a central location were reviewed. An initial study area was identified extending roughly from Six Flags Magic Mountain on the west to the Golden Triangle area on the east generally between Valencia Boulevard and Newhall Ranch Road.

The Santa Clara River, which traverses this area, is a major opportunity/constraint for development of a Valley Center Concept. The Santa Clara River and its tributaries, together with the existing and future roadway pattern, were found to divide the central area into approximately four main components. The varied topographic relief was also found to represent both an opportunity and a constraint.

This corridor represents a challenging opportunity to link the components of the Center together with a uniform theme of natural open space preservation and river enhancement. As such, it should not be viewed as simply the "back end" of the various components of the Center. Rather, its edges should be enhanced and development should also "turn in" to and integrated with the River, as more specifically described in the City's River Study.

## *Land Use Element*

The Valley Center study area was defined to include only the central most area and its six primary components. Beginning from a base of either existing or anticipated future uses, a thematic concept for each component was developed. Each theme area would be composed of a consortia of like and compatible uses mutually supporting and internally integrated. A matrix of desirable activities and uses for each category was developed (see Table L-4). This matrix identifies desirable primary, and secondary or support, activities or uses within each component to link and unify the concept. The components are described below:

### **Components of the Valley Center**

- **Retail Component** - This area includes the regional mall site, the River Oaks Shopping Center, the Valencia Auto Center, and surrounding major street frontages. It will be anchored by the regional mall. The regional mall over time will contain the finest department stores in the region. It is further supported by the Auto Center, River Oaks, and an establishing pattern of offices along Valencia Boulevard. Additional opportunities for expansion of this component include future development on the west side of McBean Parkway. These areas, as well as areas further to the west will lend themselves to higher residential densities which will further support the Center Concept. Higher densities have already been established along the southern edge of this area.
- **Civic Center/Entertainment/Information Component** - This area is located generally southeast of Bouquet Junction and incorporates the City's "City Hall" property, a portion of the Bermite property, and surrounding commercial street frontages. Starting from the assumption that the City's future City Hall and Civic Center will be located here, a theme of Information and Government was developed. The type and variety of uses which relate to the City Hall/Civic Center and information center theme would be pedestrian oriented and include libraries, museums, cultural arts centers, education, conference centers, communications centers, government, and other offices and services grouped together with an interesting mix of shops, restaurants, plazas, and other uses. These uses would be clustered on the upper elevations of the property, providing exceptional views of the Valley.

## *Land Use Element*

On the lower level of this area along Soledad Canyon Road, anchoring the eastern end of an office/financial corridor, would be an exciting mix of entertainment oriented uses, including a major restaurant cluster, performing arts center, theaters, nightclubs, and other day and nighttime activities. At this location would be a multi-modal transit center containing the commuter rail station and a major stop for a light transit loop system serving the entire Valley Center as well as the Valencia Industrial Park and Six Flags Magic Mountain. Office and employment uses should also be attracted to this location due to its superior transit accessibility. A funicular could be constructed to connect the two elevations of this site and further strengthen the attraction and theme.

The inclusion of high density residential development within and along the edges of the Valley Center and its components are an essential ingredient to the vitality and success of the Center. High density could provide up to 50 units per acre, provided that the development is consistent with the City goals and objectives.

- **Recreation/Environmental Component** - This area includes a major portion of the Saugus Rehabilitation property, and land north of the Santa Clara River between the River and the Saugus Rehabilitation Site (the Panhandle area). This component represents the City's focus on park and recreation activities, residential land use, and environmental qualities. A swim center, tennis complex, gymnasium, and a variety of other park and recreation activities could be accommodated.

The canyons and higher elevations of the area afford opportunities for gardens, outdoor amphitheaters, and the like. The mid-level of the Saugus Rehabilitation property is planned for a major water treatment facility. Plans include the development of a water conservation garden; integration of this use with other park and recreation uses on the site should be explored.

The Panhandle area traverses an important segment of the Santa Clara River. The area has substantial opportunity for river-front and river-view uses including but not limited to a museum, nature center, plazas, trails, cultural arts, shops, restaurants, and other



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related activities. Mixed uses and higher density residential clusters within this area would provide and promote increased activity and vitality.

- **Marketplace Component** - This area is located north of the Santa Clara River between San Francisquito Creek and Bouquet Creek on both sides of Newhall Ranch Road. This component would be more suburban serving and would contain a mixture of uses, including markets and high density residential uses. A Farmer's Market could be established capitalizing on the historical roots of the property owner, the Newhall Land and Farming Company, and the home of the Valencia Orange. Fresh produce, gourmet wines, and a "country" setting could provide services to the growing Northriver area. Other retail and convenience services could also be provided. These uses would also take advantage of and attract visitors from Magic Mountain and the cross town expressway traffic on SR 126 (Newhall Ranch Road).
- **Office/Financial Corridor** - An office/financial corridor is seen as linking the Retail and Civic Center/Entertainment/Information components into a unified and cohesive corridor running along Valencia Boulevard and Soledad Canyon Road, terminating at the edges of the Center. Office floor area ratios ranging from 2:1 to 4:1 along this corridor may be appropriate. The western anchor for this corridor would be the regional mall with entertainment activities at the eastern end. Further strengthening the eastern end of the corridor and the Civic Center/Information/Entertainment component might be a funicular which would carry visitors between the two elevations. The funicular would also afford sweeping views of the Valley Center and the many hill and canyon areas of the Santa Clarita Valley.

Because of its central location along the Valley Center corridor and key location at Bouquet Junction, the property where the K-Mart Center and Lumber City are presently located are considered to represent the nucleus of the Center Concept. This property may represent the highest potential of all areas within the Center to create a major identity and landmark, for the Santa Clarita Valley. At this location a high rise floor area ratio of 6, 8, 10:1 or even higher may be appropriate.

## Land Use Element

TABLE L-4

### VALLEY CENTER CONCEPT THEME ACTIVITY AND USE MATRIX

Activities/Uses*	Civic Center/ Entertainment/ Information	Recreation/ Environmental	Retail	Market- place	Office/ Financial Corridor
Civic Center/Government	P	S	S	S	S
Offices	P	S	S	S	P
Financial Institutions	S	S	S	S	P
Convention/Conference/ Meeting Centers	P	P/S	S	S	S
Communications/Media	P	-	-	-	-
Education/University	P	P/S	-	-	-
Library	P	P/S	-	-	-
Museums	P	P	-	-	-
Cultural Arts	P	P	S	S	-
Performing Arts	P	S	S	-	-
Entertainment	P	P	P/S	S	-
Theatres	P	S	S	-	S
Major Department Stores	-	-	P	-	-
Shops/Retail/Services	S	S	P	P	S
Farmer's Market	-	-	-	P	-
New Car Dealerships	-	-	P	-	S
Restaurants	P	S	P	P	S
Nightclubs	S	S	S	S	S
Hotels	S	S	S	S	S
Tourism	S	S	S	S	S
Gardens	S	P	S	S	S
Parks	S	P	-	-	-
Swim Center	-	P	-	-	-
Plazas	S	S	S	S	S
Tennis Complex	-	P	-	-	-
Nature Center	S	P	-	-	-
Teen Center	S	P	-	-	-
Riverfront/Riverview	S	p	S	S	S
Gymnasiums	-	P	-	S	-
Trails	S	P	S	S	S
Amphitheaters	S	P	-	-	-
Pedestrian Opportunity	P	P	P	P	S
Transportation	P	P	P	P	P
Multi-Modal Transit Station	P	S	S	S	S
Funicular	P	-	-	-	S

P = Primary Relationship

S = Secondary/Support Relationship

\*All areas would either contain or relate to a mixture of uses.

## *Land Use Element*

- **Transportation Component** - The Valley Center will be served by and capitalize upon the City's outstanding opportunity for public transit. The eastern portion of the Center will be served by the future multi-modal transit station. A looped light rail system serving the entire Valley Center area will connect employment, housing and recreation areas. When the transit system is fully complete it will connect with rail lines to the east, generally along Soledad Canyon Road and with another station in the vicinity of the Antelope Valley Freeway.

Any and all designs for buildings and land uses within the Valley Center will combine convenient and safe access to public transit and make provisions for vehicular and pedestrian access to and from the transit stations.

2. **Bermite Site** - This area of land consists of approximately 1000 acres of land located in the geographic center of the planning area. The area is currently vacant and has environmental problems associated with contaminated soils which is currently undergoing corrective measures. A substantial opportunity exists for the City and the property owner to create a City focus of a mix of uses including but not limited to specialty retail commercial, office park, low to high density housing, interconnected open space and greenbelts, educational facilities, a commuter rail station, and public parks. Care must be taken to assure that traffic, visual, and other environmental impacts are properly mitigated and that the ultimate plan is in accordance with the goals and policies of the General Plan.
3. **Disney Ranch** - This is an approximately 660-acre area of land located south of SR-14 within the unincorporated area of the County. It is currently used for the filming of westerns and other movies. The site has a gently rolling terrain spotted with oak trees and other indigenous plants. Any plan for the area should preserve the quality of site through large estate size lots, provide for equestrian use, trails and some small convenience commercial. In recognition of the current owners, recreation and/or resort opportunities may also exist.
4. **The Master's College** - The Master's College is a privately held college on approximately 100 acres of land located between Placerita Canyon Road and San Fernando Road. The college is still in the development stages and much of the land area remains open for further development



## *Land Use Element*

of college facilities such as classrooms, offices, recreational facilities, athletic facilities, conference facilities, eating facilities, chapel, student center, library, media, maintenance buildings, educational technology buildings, student housing, lawns and gardens, and related accessory support buildings. The provision of student housing is an integral part of the long-term educational quality of the college and is considered a support land use. Consideration for traffic flow, compatibility with adjacent land uses, the visual impacts and grading for quality hillside development, and other related factors should be a part of any plan proposal. Future expansion plans should be developed under a plan concept by the college and approved by the City. Excluded in this concept is that part of the college formally known as the "Newhall 9" property which is located along and in the vicinity of San Fernando Road.

5. **Civic Center** - The City of Santa Clarita owns approximately 227 acres of land in the triangle formed by the intersections of San Fernando Road, Soledad Canyon Road and Magic Mountain Parkway. Ultimate development of a civic center for Santa Clarita should take into consideration space for a major transit station, all City offices, a corporation yard, a police headquarters, main fire station, judicial courts, performing arts center, explore the options of a main library, main post office, community park, and trail connection to other facilities beyond the Civic Center site. All of the buildings should be located within a campus like setting.
6. **University Site** - While several areas could serve as a university campus site, an area south of Via Princessa and west of Golden Valley Road has been suggested as a possible location for the site of a future state university. The land area identified encompasses approximately 300 acres. Currently much of the land is in oil production. Prior to any major construction of a university the extraction of oil should be substantially curtailed, if not eliminated.
7. **Saugus Rehabilitation Site** - Located immediately north of the Civic Center site are approximately 580 acres of land owned by the City of Los Angeles. The Castaic Lake Water Agency has possession of a portion of the site for future water facilities. This area is adjacent to the Santa Clara River, an SEA, and should provide for major recreational amenities at a city-wide basis. This site is combined with the larger City Center area and it is the City's desire to acquire this property. Consideration

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should be given to providing a performing arts center, potential location for judicial courts, major ball fields, swimming facilities, soccer fields, passive park land, trails, a cultural arts center, general purpose community facility building for small and medium size group meetings, and a equestrian arena, pedestrian opportunities, and related facilities.

8. **California Institute of the Arts** - This is a four year private college specializing in the arts, started by the late Walt Disney. The college occupies approximately 60 acres of land and is located south of McBean Parkway and east of I-5 freeway. The first phase of Cal Arts was completed in 1971 with additional housing added in 1982. The college is still in the development stages and the campus contains land area for the future expansion of additional performing arts space, studio space, practice rooms, laboratories and shops, classrooms, offices, recreational facilities, conference facilities, eating facilities, student center, library, media educational technology center, student housing, maintenance buildings, and related support facilities. The provision of student housing is an integral part of a long-term educational quality of the college and should be considered a support land use. A conceptual plan for the eventual development of the college should be prepared by the college and approved by the City of Santa Clarita for the orderly expansion of the college.
9. **Santa Fe Ranch** - This is an area of approximately 1,300 acres located south of the Antelope Valley Freeway at the Golden Valley Road interchange. It is characterized by mountains and hills with oak studded canyons containing blue-line streams. The primary focus of development will be the area near the Golden Valley Road interchange. A roadway connection to the proposed residential areas near the terminus of Via Princessa is also anticipated. This area may be appropriate for a regionally oriented commercial center with related residential uses. The development should be done in an environmentally sensitive manner that maintains the significant environmental resources that are found in the area.

**IMPLEMENTATION OF THE LAND USE ELEMENT**

The City believes in and is committed to the implementation of this plan. Whereas the goals and policies of the plan establish the general framework for future growth and development, actual realization of the plan can only be accomplished through the specific implementing actions that the City subsequently undertakes.

The primary tools with which the City should undertake to implement the Land Use Element of the plan include:

- A comprehensive zoning ordinance and accompanying zoning map
- Subdivision regulations
- Special Standards Districts
- Specific plans
- Development agreements
- Capital facilities improvements
- Building and housing codes
- Redevelopment
- Annexation and Sphere of Influence programs

The City will prepare and adopt an implementation program which will be set forth in a separate document and will not be a part of the General Plan. The implementation program will set forth projects, programs, proposed ordinances, and guidelines for development and will include priorities and schedules for the consideration and adoption of these subsequent actions. The implementation program will be a dynamic document containing specific implementations which will be periodically reviewed and updated to reflect changing conditions, needs, and priorities.



# Housing Element



City of Santa Clarita



## HOUSING ELEMENT

### INTRODUCTION

State law is very specific concerning the preparation and content of the housing element. The state legislature has underscored the importance of the housing element in the implementation of statewide goals for providing decent and suitable housing for all persons. The legislature has also made it clear that the provision of affordable housing is the responsibility of all local governments and that local governments should make conscious efforts to see that there are housing opportunities for all income groups (Government Code Section 65580). The intent of the state housing element requirements is based on the following concerns (Government Code Section 65581):

- Local governments should recognize their responsibilities in contributing to the attainment of the state's housing goals.
- Cities and counties should prepare and implement housing elements coordinated with state and federal efforts in achieving the state's housing goal.
- Each local jurisdiction should participate in determining the necessary efforts required to attain the state's housing goals.
- The City of Santa Clarita and the County of Los Angeles should cooperate with other local governments to address regional housing needs.

The State requires specific types of analyses to assess existing and projected housing needs, specifies the nature of community goals and the detail required in objectives and policies as they relate to housing. State law is very specific concerning the content and effect of programs identified to implement the housing element. The Santa Clarita



General Plan housing element must contain the three main components required by state law: (1) housing needs assessment, (2) goals and policies, and (3) an implementation program.

## **PUBLIC PARTICIPATION**

The Santa Clarita General Plan Advisory Committee (GPAC) met bi-monthly for two years. During various public meetings, the Housing Element was reviewed and discussed. In addition, the Housing Element was heard at the over 20 Planning Commission Public Hearings and over 10 City Council meetings and public hearings. Public comment was taken at these hearings. Notices for these hearings were posted at city hall, community centers, published in the local paper and selected mailings were performed.

## **DEMOGRAPHIC CHARACTERISTICS**

This section provides detailed demographic, housing, and socioeconomic characteristics for both the City of Santa Clarita and the unincorporated areas that comprise the Santa Clarita planning area. The data used in this section and report was obtained from various sources, including the United States Bureau of the Census, the California State Department of Finance (DOF), the Southern California Association of Governments (SCAG), and the Los Angeles County Department of Regional Planning (DRP). Supplementary demographic information was obtained from Urban Decision Systems (UDS), a private research firm. In addition, several privately funded marketing studies were used for additional housing and employment information. Finally, a number of field surveys were conducted to obtain additional information not provided by the sources mentioned above.

The various information sources provided figures, estimates, and projections for different years for somewhat different geographical areas in the Santa Clarita Valley. Data

## *Housing Element*

obtained from the 1980 Census for 16 individual census tracts in the Valley cover most of the City's proposed planning area. Only the portion of the planning area east of Sierra Highway and south of Placerita Canyon Road, most of which is uninhabited national forest land, is not included in the census figures. The 1980 census data was updated by UDS to provide 1988 estimates for the planning area and 1989 estimates for the City. The Los Angeles County DRP provided estimates of 1988 population, housing units, and current growth rates for the entire Santa Clarita Valley. The borders of the County's planning area roughly correspond to the City of Santa Clarita's proposed planning area, with the exception of the Agua Dulce area. Finally, the DOF provided estimates of 1990 demographic and housing characteristics within the City of Santa Clarita.

The information in this report generally refers to 15 census tracts within the City's planning area: tracts 9108.01, 9200.01, 9200.03, 9200.21, 9200.22, 9200.23, 9200.24, 9200.25, 9201, 9203.11, 9203.12, 9203.13, 9203.21, 9203.22, and 9203.23, unless otherwise specified. Information for the 16th tract, 9202, was used only for determining total population figures because the primary land use in the tract is the Peter J. Pitchess Wayside Honor Rancho, not a typical residential population. The location and extent of the census tracts are shown in Exhibit H-1.

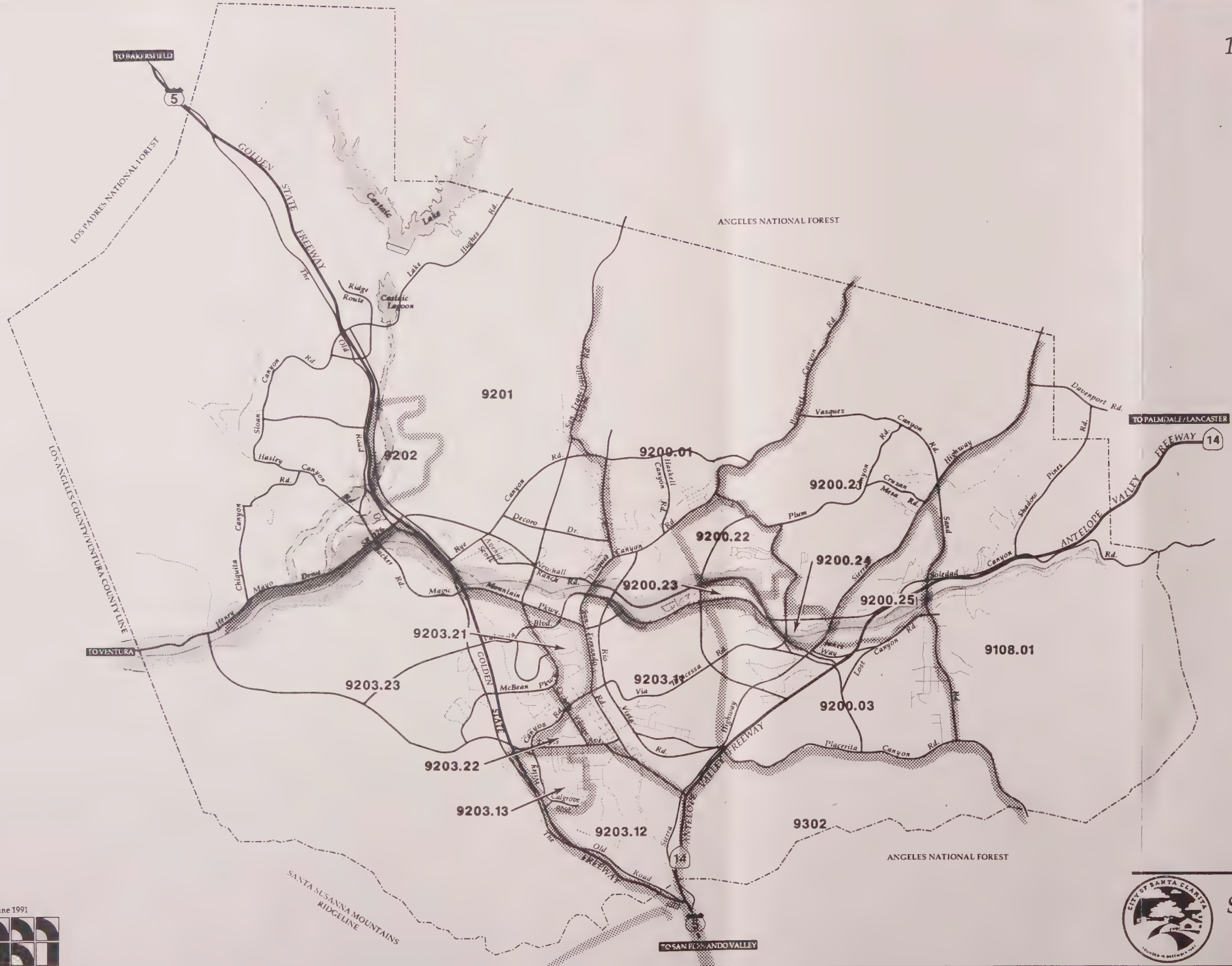
### **POPULATION GROWTH**

Los Angeles County is among the fastest growing areas in the United States, where the population grew by 1,727,964 between 1970 and 1990, an increase of 24.5 percent. The tremendous population growth and the resulting development pressures have resulted in a "growth explosion" in a number of outlying areas such as the Inland Empire (Upland, Ontario, Fontana) and Riverside-Chino to the east, South Orange County to the southeast, the Simi Valley-Moorpark areas to the west. Northern Los Angeles County,





1980 Census Tract Boundaries



Source: U.S. Bureau of the Census, 1980



Santa Clarita General Plan  
City of Santa Clarita



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consisting of Antelope Valley and the Santa Clarita Valley, is among the fastest growing areas within the Southern California region.

All of the cities in the Santa Clarita and Antelope Valleys (Palmdale, Lancaster, and Santa Clarita) experienced population increases between 1980 and 1990 ranging from 53 to 360 percent. In contrast, the population growth rates for the City and County of Los Angeles had population increases of 16 percent and 17 percent, respectively.

According to 1970 census statistics, the Santa Clarita planning area had 63,864 residents. In 1980, this figure had grown to 79,015 persons, representing an increase of 15,151 persons or 23.7 percent. Between 1980 and 1989, the area's population had increased by an additional 74,885 persons (94.8 percent) for a total 1989 population of 153,900.

The planning area's dramatic growth can be attributed to a number of factors:

- The Santa Clarita Valley benefitted from the development of the regionwide system of freeways during the 1960s and 1970s, as did other outlying areas in the Los Angeles region. The freeways provided easy access to employment centers in metropolitan Los Angeles.
- Opportunities for new development were limited in Los Angeles County following the urbanization of the San Fernando Valley during the 1940s, 1950s, and 1960s. This was especially true for the larger subdivisions consisting of single-family detached homes.
- As tracts of land were developed in the more urbanized portions of Los Angeles County, the Santa Clarita Valley became very attractive as one of the large areas in this part of the region where new development could occur. New development is contained within the Valley due to topography and the National Forest lands that nearly surround the Valley.
- The explosive job growth in the Antelope Valley, especially in the aerospace and defense industries in the 1980s, has also fueled residential growth during the past decade.



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- The magnitude of Santa Clarita's growth can also be attributed to both the availability of new housing and the availability of affordable housing, though costs for new housing in the region have increased considerably in recent years. The majority of housing units in the Santa Clarita Valley are less than 30 years old. In fact, approximately 45 percent of the housing stock within the planning area has been constructed since 1980.

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**TABLE H-1**

**POPULATION GROWTH TRENDS IN AREA CITIES  
AND LARGER LOS ANGELES COUNTY CITIES**

<u>City</u>	1980	1990	<u>Change: 1980-90</u>	
	<u>Population<sup>a</sup></u>	<u>Population<sup>b,c</sup></u>	<u>Number</u>	<u>Percent</u>
Santa Clarita	79,015 <sup>d</sup>	121,163	42,148	53.3
Lancaster	48,027	88,732	40,705	84.8
Palmdale	12,277	56,476	44,199	360.0
Glendale	139,060	174,818	35,758	25.7
Long Beach	361,355	419,682	58,327	16.1
Torrance	129,881	142,545	12,664	9.8
L.A. City	2,968,579	3,433,561	464,982	15.7
L.A. County	7,477,421	8,769,944	1,292,523	17.3

Sources: a 1980 U.S. Census.

b 1990 Department of Finance.

c The 1990 population for the entire Santa Clarita Valley was estimated to be 153,900 persons.

d Figures are 1980 estimates for the Santa Clarita planning area since the City was not incorporated until 1987 and census statistics are unreliable.

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## *Housing Element*

In 1990, the City of Santa Clarita was the seventh largest City (in terms of population) in Los Angeles County with a population of 121,163. In terms of the number of new residents between 1980 and 1990, Santa Clarita's population growth is exceeded only by the cities of Palmdale, Los Angeles, and Long Beach. Table H-1 compares the growth experienced in the City of Santa Clarita with cities in the surrounding area and larger cities in Los Angeles County.

Table H-2 represents population and growth figures for the census tracts that comprise Santa Clarita's planning area. According to 1980 census data, the planning area's population was 79,015 persons. In 1988 population estimate (UDS 1988), has increased to 130,849 persons, representing an increase of 51,834 persons over 8 years, a change of 65.6 percent. The LADRP estimated the 1989 population of the planning area (including Agua Dulce) to be 151,800.

This population growth has not been evenly distributed throughout the planning area, as indicated in Table H-2 and shown in Exhibit H-2. The census tract with the highest population, 9200.01, is located in the northern portion of the City, primarily between Seco and Bouquet Canyons. Two tracts doubled in population between 1980 and 1988. Census tract 9108.01, which increased 117.8 percent in population to 13,725 persons, covers the eastern edge of the planning area and includes the communities of Sand Canyon and Sulphur Springs. Population in tract 9200.25, in the community of Canyon Country/Mint Canyon, increased nearly 107 percent, from 3,433 to 7,103 persons. Nine of the tracts showed an eight year population increase of over 50 percent. These tracts represent the northern and northeastern portions of the planning area, as well as portions of Newhall and Valencia. Finally, the remaining census tracts experienced growth rates ranging from 19 percent to approximately 36 percent. Growth trends for each tract in the planning area between 1980 and 1988 are indicated in Table H-2.





# Population Growth 1980-1988



**Legend**

% Growth 1980-1988

- Less than 20%
- 20 - 40%
- 41 - 60%
- 61 - 80%
- 81 - 100%
- Over 100%

Note: Tract number 9202 is the Peter J. Pitchess Honor Ranch

Source: U.S. Bureau of the Census, 1980 and Urban Decision Systems, 1988



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TABLE H-2

POPULATION TRENDS IN SANTA CLARITA PLANNING AREA: 1980-1988

<u>Census Tract</u>	<u>1980</u>	<u>1988</u>	<u>Growth From 1980-88</u>	<u>Percent</u>
9108.01	6,303	13,725	7,422	117.8
9200.01	13,316	22,272	8,956	67.3
9200.03	4,597	6,197	1,600	34.8
9200.21	6,837	12,695	5,858	85.7
9200.22	2,953	5,298	2,345	79.4
9200.23	2,113	3,930	1,817	86.0
9200.24	3,740	6,999	3,259	87.1
9200.25	3,433	7,103	3,670	106.9
9201	7,832	9,914	2,082	26.6
9202 <sup>a</sup>	2,292	7,515	5,223	227.9
9203.11	6,229	8,466	2,237	35.9
9203.12	3,239	5,081	1,842	56.9
9203.13	3,666	4,377	711	19.4
9203.21	3,068	5,734	2,666	86.9
9203.22	3,182	4,137	955	30.0
9203.23	<u>6,215</u>	<u>7,406</u>	<u>1,191</u>	<u>19.2</u>
Total	79,015	130,849	51,834	65.6

a Estimated by Peter J. Pitchess Honor Rancho field officer.

Sources: U.S. Census 1980.  
Urban Decisions Systems 1988.

## *Housing Element*

The Department of Finance estimates that the population of the City of Santa Clarita was 121,163 persons as of January 1, 1990, which is substantially less than estimates from other sources. A study undertaken by Donnelley Marketing Information Services, a company of the Dun and Bradstreet Corporation, estimated the city's July 1989 population to be 127,187. These latter figures exclude portions of several census tracts that do not fall within the city's corporate boundaries as they existed in January 1989. Exhibit H-2 illustrates the rate of population growth of the various census tracts.

### **RACE AND ETHNICITY**

The population of the Santa Clarita planning area is overwhelmingly white, according to both 1980 census statistics and 1988 UDS estimates. Although the number of nonwhite persons moving into the planning area has increased at a faster rate compared to the white population, nonwhites accounted for just over 5 percent of the planning area's total population according to these estimates. Hispanics accounted for 14.4 percent of the planning area's 1988 population, which is a decrease from 17.8 percent in 1980 (in the 1980 census, hispanics were classified in the white category). This is in marked contrast to other areas of Southern California where the proportion of Hispanics to the general population experienced substantial increases since 1980. This trend may be in large measure due to the dramatic rise in housing costs in the past decade. This factor becomes apparent when looking at the distribution of Hispanics in the city. In 1988, the population of Hispanics in each census tract ranged from a low of 7.3 percent in tract 9203.22 in Valencia, to a high of 33.2 percent in Tract 9203.11 in the community of Newhall.

More recently, a 1989 Donnelley marketing report indicates that Hispanics within the city boundaries make up approximately 13.3 percent of the population. In addition, the Hispanic population increased by an estimated 29.8 percent between 1980 and 1988, a



### *Housing Element*

much slower rate compared to the other major ethnic/racial groups. Again, this is in contrast to the trend in other parts of Los Angeles County where the Hispanic population is estimated to be the fastest growing ethnic group during the 1980s and 1990s. Table H-3 summarizes race and ethnicity statistics for the Santa Clarita planning area. The 1980 statistics are from the 1980 census and 1988 figures are from Urban Decision Systems estimates.

**TABLE H-3**  
**RACE AND ETHNICITY: 1980-1988**

<u>Race/Ethnicity</u>	<u>1980</u>		<u>1988</u>		<u>Change 1980-88</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent Change</u>
White	75,381	95.4	124,307	94.9	48,926	64.9
Black	1,027	1.3	1,963	1.5	963	91.1
American Indian	790	1.0	1,439	1.1	649	82.2
Asian/Pacific Islander	1,343	1.7	2,355	1.8	1,012	75.4
Other	<u>474</u>	<u>0.6</u>	<u>785</u>	<u>0.6</u>	<u>311</u>	<u>65.6</u>
Total	79,015	100.0	130,849	100.0	51,834	65.6
Hispanic/Spanish	13,696	17.8	17,780	14.4	4,084	29.8

Note: Hispanics may be classified as white, black, or other.  
Census tract 9202 was not included in the above totals.

Sources: U.S. Census 1980.  
Urban Decision Systems 1988 and 1989.

## *Housing Element*

The U.S. Census classifies persons according to race under the following categories: (1) white; (2) black; (3) American Indian, Eskimo, and Aleut; (4) Asian and Pacific Islander; and (5) other. The census further identifies persons of Spanish origin. In the 1980 census, individuals were asked to classify themselves as to whether or not they were Hispanic. For this reason, persons categorized as white, black, or other according to race may also be included in the Hispanic ethnicity classification. Table H-3 presents a summary of race and ethnicity for the Santa Clarita planning area in 1980 and 1988.

### **AGE AND GENDER**

The population for any given area will vary and depend on three factors: birth rates; death rates; and migration. Generally, birth rates will exceed death rates, resulting in a net population increase. Migration refers to trends of persons moving in or out of cities. For example, a number of large northeastern cities experienced substantial declines in population due to emigration, while cities in the sunbelt have experienced substantial increases in population due to immigration. In most Southern California cities, and in Santa Clarita, migration is the single most important variable associated with population growth.

Table H-4 represents the age distribution for the Santa Clarita planning area population for 1980 and 1988. Examination of Table H-4 shows that the number of persons in each age group increased from 1980 to 1988 as a result of the tremendous growth in the area during that period. The proportional distribution of the age groups remained relatively constant, however, with only two groups, school-age and working-age, increasing or decreasing their share of the total population. Three of the fastest growing age groups--the preschool, working, and retirement groups--exhibited growth rates of over 75 percent

## *Housing Element*

during the 8-year period between 1980 and 1988. This high growth rate is primarily a function of new housing construction and the resulting in-migration rather than increases due to natural birth rates.

---

**TABLE H-4**  
**AGE CHARACTERISTICS**

<u>Age Group</u>	<u>1980</u>		<u>1988</u>		<u>Change</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
0-5 (preschool)	7,585	9.6	13,610	10.4	6,025	79.4
6-20 (school)	22,520	28.5	32,712	25.0	10,192	45.3
21-24 (college)	4,978	6.3	7,720	5.9	2,742	55.1
25-54 (working)	34,134	43.2	61,106	46.7	26,972	79.0
55-64 (work/ early retirement)	5,294	6.7	7,458	5.7	2,164	40.9
65+ (retirement)	<u>4,504</u>	<u>5.7</u>	<u>8,243</u>	<u>6.3</u>	<u>3,739</u>	83.0
Total	79,015	100.0	130,849	100.0	51,834	

Note: Census tract 9202 was not included in the above totals.

Source: U.S. Census 1980.  
Urban Decision Systems 1988.

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Traditionally, there are many home buyers in the working category (ages 25 to 54) who are attracted by the availability of new single-family homes. The 45 to 54 year age group, the group most likely to desire move-up housing, is predicted to continue growing the

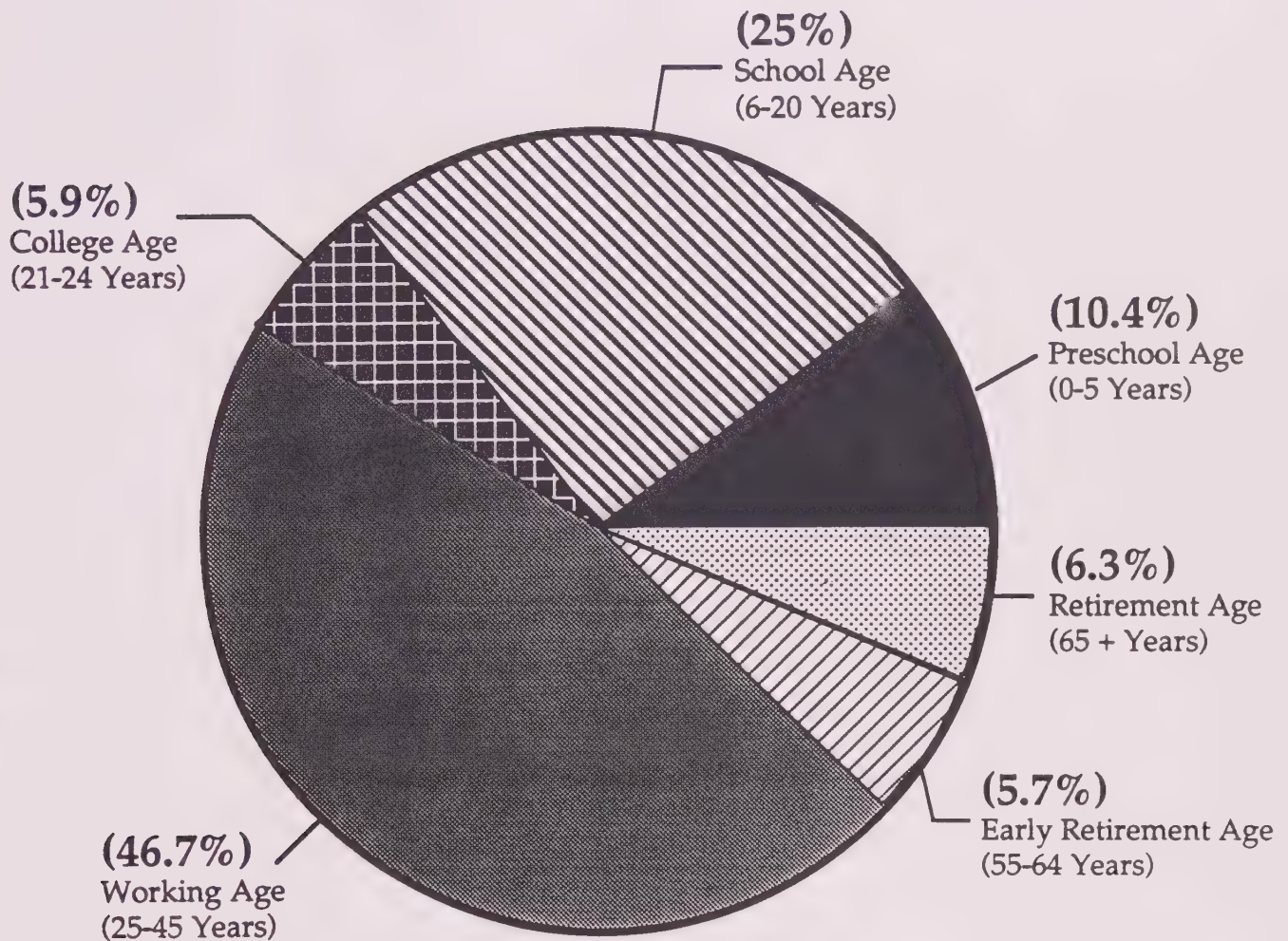
## *Housing Element*

fastest. Although there has been an overall aging of the Santa Clarita population, this trend is less pronounced than in other areas of Los Angeles County. The population will continue to age as part of a national trend towards fewer children, increased life expectancy, and an aging baby-boom (persons born between 1945 and 1960) population. The areas with larger concentrations of senior citizens may require special services for this population group.

Current school enrollment statistics for the five school districts in the planning area show significant increases in student enrollments. As with the increase in other age groups, this is primarily a function of new home construction, with families with children moving into the area. As of 1981, several schools were over capacity, and relocatable classrooms are being used to provide additional space. The presence of large numbers of school-age children, and the likelihood of both parents having to work to afford housing costs, underscores the need for affordable, quality child care options for working parents. Exhibit H-3 illustrates the age distribution of the Santa Clarita planning area's population in 1988.

To fully understand the implications of the recent population growth in the Santa Clarita Valley, it is important to understand the age and sex distribution of the population. For example, in areas where birth rates are very high and life expectancy is shorter (compared with that in the developed nations), the age/gender pyramid will have a bulge at the bottom and taper towards the center axis very rapidly. In other areas where the population is older, birth rates are low, and the life expectancy is longer, the age/sex pyramid may look more like a rectangle than a pyramid. Table H-5 summarizes 1989 population estimates for the City of Santa Clarita that was used to construct the age/sex pyramid.





Source: Urban Decision Systems, 1988.

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*Santa Clarita General Plan*  
*City of Santa Clarita*

Exhibit H-3  
*Distribution of Age*



## *Housing Element*

Population estimates for 1989 for the City of Santa Clarita indicate an age distribution the same as that of the planning area, with a few small exceptions. City estimates show a smaller percentage of pre-school age children (9.3 percent) and a larger percentage for both the early retirement and retirement age groups (7.7 percent each). This is partially explained by the fact that most of the area's senior housing is located within the City limits.

The population of the Santa Clarita planning area is fairly evenly distributed by sex according to 1980 census data and 1988 updates. This holds true for the City as well, as reported in the 1989 Donnelley Marketing profile. Table H-5 and Exhibit H-4 illustrate the estimated distribution of the City's 1989 population by age and sex. The "pyramid" shows a similar distribution of males and females in all age groups. The total population is almost evenly divided, with an estimated 63,774 females (50.1 percent) and 63,422 males (49.9 percent).

## **HOUSING CHARACTERISTICS**

### **AGE AND CONDITION**

The substantial increases in the Santa Clarita Valley's population discussed in the previous section can be attributed to the demand for new housing in the Southern California region and the Valley's ability to meet the demand for new housing due to the availability of undeveloped land. In many urbanizing areas, there is a direct relationship between employment, housing, and population. The relationship generally is as follows: new employment opportunities come into an area attracting new employees, thus creating a demand for housing. In the case of Santa Clarita, the strongest variable appears to be the demand for more affordable housing and a strong desire to live in the Santa Clarita Valley because of the local amenities.





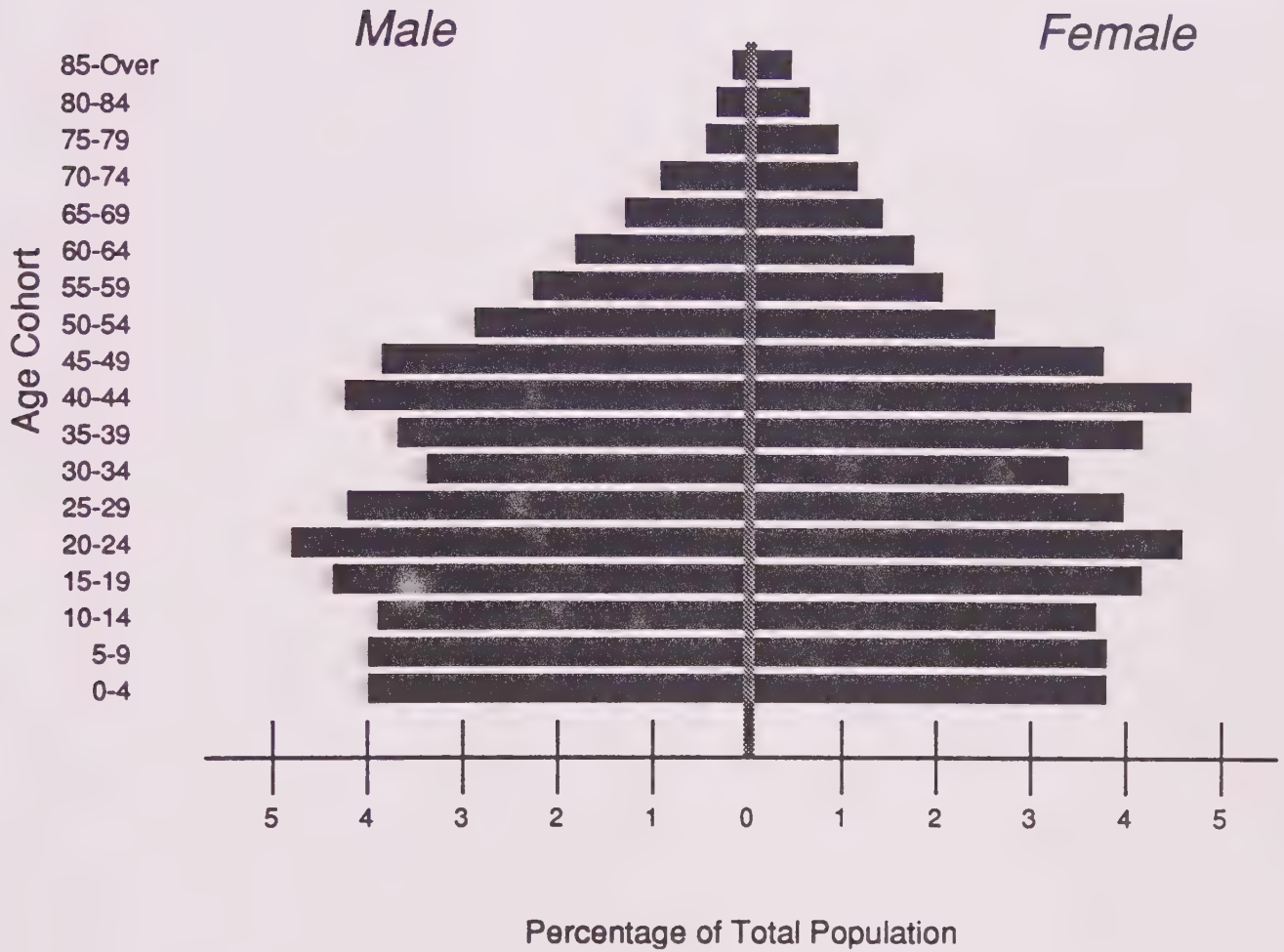


Exhibit H-4  
*Age/Sex Distribution*

Source: Donnelley Marketing Report, 1989.

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City of Santa Clarita*



TABLE H-5

AGE/GENDER STATISTICS

Age	Male		Female		Total Number
	Number	Percent of Total Population	Number	Percent of Total Population	
0-4	5,085	4.0	4,860	3.8	9,945
5-9	5,010	3.9	4,788	3.8	9,798
10-14	4,865	3.8	4,613	3.6	9,478
15-19	5,521	4.3	5,210	4.1	10,731
20-24	5,984	4.7	5,734	4.5	11,718
25-29	5,219	4.1	4,957	3.9	10,176
30-34	4,238	3.3	4,336	3.4	8,574
35-39	4,640	3.6	5,173	4.1	9,813
40-44	5,286	4.2	5,881	4.6	11,167
45-49	4,781	3.8	4,714	3.7	9,495
50-54	3,591	2.8	3,197	2.5	6,788
55-59	2,799	2.2	2,530	2.0	5,329
60-64	2,236	1.8	2,164	1.7	4,400
65-69	1,703	1.3	1,828	1.4	3,531
70-74	1,193	0.9	1,444	1.1	2,637
75-79	675	0.5	1,098	0.9	1,773
80-84	374	0.3	720	0.6	1,094
85 +	<u>222</u>	<u>0.2</u>	<u>527</u>	<u>0.4</u>	<u>749</u>
Total	63,422	49.9	63,774	50.1	127,196

Source: Donnelley Marketing Report for City of Santa Clarita, July 27, 1989.

### *Housing Element*

In 1970, there were 15,784 housing units in the Santa Clarita Valley according to the U.S. Census. By 1980, this figure had increased to 26,423, representing an increase of 10,639 units or 67.4 percent. According to estimates obtained from Los Angeles County DRP, there were 48,330 housing units in the entire Santa Clarita Valley in 1989. Overall, there were 33,546 housing units added to the Valley's housing stock inventory between 1970 and 1989. The majority of these units are within the City of Santa Clarita which is estimated to have 39,280 housing units according to 1990 DOF estimates.

This substantial increase in the number of housing units has not only translated into an equally significant increase in population, but has also placed a greater burden on local services and infrastructure. Equally important, the increased development, population, and other aspects of increased urbanization is altering the character of the community.

Table H-6 indicates the age of housing units in the planning area. As indicated in Table H-6, only 6.3 percent of the planning area's housing stock was built before 1960. According to census data, an estimated 10,518 units were constructed between 1960 to 1969 and 12,868 units were added during the next decade. Building permits for housing construction slowed during the recession in the late 1970s, but increased again in the mid 1980s. The number of housing units in the planning area increased by 82.9 percent between 1980 and 1989. Exhibit H-5 illustrates the proportion of homes constructed in the Santa Clarita planning area during each of the last 5 decades.

The majority of the housing units in the Santa Clarita Valley are less than 20 years old and nearly half of the housing units were constructed since 1980. As a result, the overall condition of the housing stock is very good. Statistics from the 1980 census identified three areas, two in Newhall and one in Val Verde, where substandard housing units are concentrated. Subsequent surveys completed in 1989 confirmed that substandard units in the Valley were concentrated in these areas.



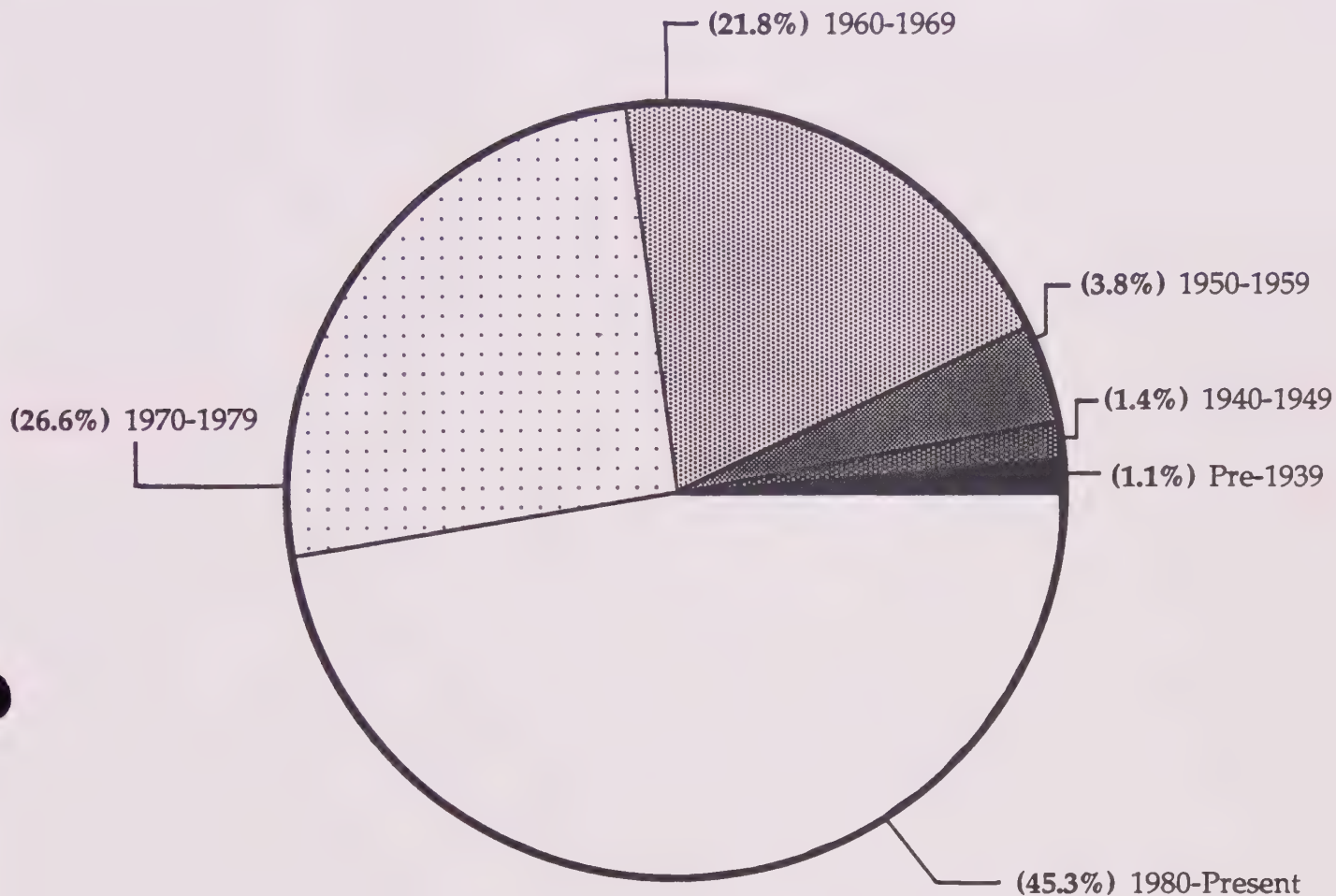


Exhibit H-5  
*Age of Housing Stock  
Santa Clarita Planning Area*

Source: U.S. Bureau of the Census, 1980  
Department of Regional Planning, 1989.

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City of Santa Clarita*



TABLE H-6  
AGE OF HOUSING STOCK IN SANTA CLARITA VALLEY

	<u>Units</u>	<u>Percent</u>
Pre-1939	554	1.1
1940-1949	657	1.4
1950-1959	1,827	3.8
1960-1969	10,518	21.8
1970-1979	12,868	26.6
1980-1989	<u>21,906</u>	<u>45.3</u>
Total Units	48,330	100.0

Source: U.S. Census 1980.  
Department of Regional Planning 1989.

---

A housing condition survey was conducted in July 1989 to identify the number of housing units that were in need of maintenance and those units that appeared to be structurally unsound and would likely require demolition. The housing units were ranked according to a classification system consisting of three categories:

- **Adequate Condition.** No defects to structure or slight defects that may be corrected with normal maintenance.
- **Deteriorating.** Intermediate defects requiring repair of housing unit to provide safe and adequate shelter. Generally, the defects are more serious than those that are correctable with routine maintenance.

## *Housing Element*

- **Dilapidated.** Serious defects making the building a safety hazard or creating an unhealthy environment for the occupants.

The survey identified relatively few units overall that met the criteria for deteriorating or dilapidated housing units. The overall good condition of the planning area's housing stock is due in large part to the fact that the housing is relatively new. The majority of the substandard units identified in the survey were concentrated in two neighborhoods in Newhall and in the community of Val Verde. Over 110 housing units were classified as deteriorating units, and 22 units were classified as dilapidated, probably requiring demolition or major reconstruction to make them habitable.

The 1980 U.S. Census also used certain criteria that may be interpreted in such a way to provide insight into the structural condition of housing units. One criterion involved those units that lacked any form of heating equipment. A second important criterion had to do with those housing units that were lacking plumbing for the exclusive use of the residents. According to the 1980 U.S. Census, there were 30 units (0.23 percent) in the planning area that lacked any form of heating equipment and 128 housing units (0.99 percent) that lacked indoor plumbing for exclusive use. The largest concentration of these units were in tract 9201 which includes Val Verde and tracts 9203.11 and 9203.12 located in Newhall. The distribution of substandard units identified in 1980 census statistics correspond to the three areas where field surveys conducted in 1989 found substandard units.

## **HOUSING TYPES**

There has been a significant change in the character of development in the Santa Clarita Valley over the past 2 to 3 decades. Development in the Valley was once characterized as a collection of small rural communities interspersed with small farms. In the 1950s,



### *Housing Element*

Newhall Land and Farming Company began development of Valencia and set the stage for the transformation of a portion of the Valley into a master planned community. During this period, development still favored the detached single-family home which was the mainstay of the American dream.

The Santa Clarita Valley entered a maturation phase in the 1980s with the development and planning for both commercial centers and employment centers. The Valley's dependence on outside areas for both jobs and shopping was reduced with this new development. The Santa Clarita Valley's emergence as an employment center created a demand for affordable housing. Even more significantly, large amounts of affordable housing were constructed in both the Santa Clarita and Antelope Valleys. The cost for housing was lower because of lower land costs due in part to the availability of undeveloped land and the area's location. As a result, thousands of townhomes and apartments were constructed in the 1980s. This trend was also fueled by the upward spiral of housing costs that severely limited the opportunities for first-time home buyers to purchase traditional single-family detached housing.

According to the 1980 Census, over three-fourths (77.6 percent) of the housing units in the Santa Clarita Valley were single-family units. Mobile homes accounted for 9.6 percent of the housing stock, multiple-family units consisting of five or more units accounted for 9.4 percent, and multiple-family units containing between 2 to 4 units accounted for the remaining 3.4 percent. Table H-7 compares the distribution of housing in the planning area in 1970, 1980, and 1989. Exhibit H-6 displays the percentage of the various housing types in the planning area in 1980 and 1989.



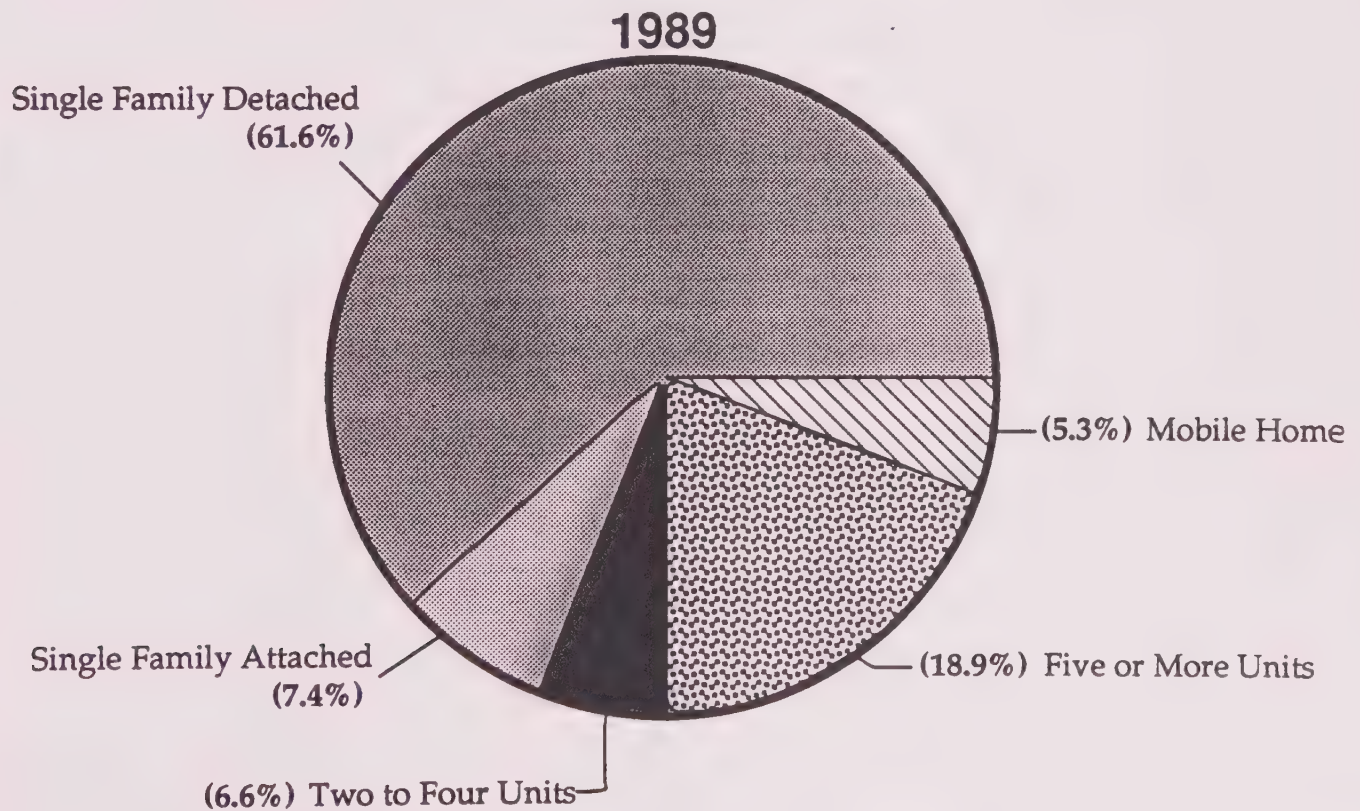
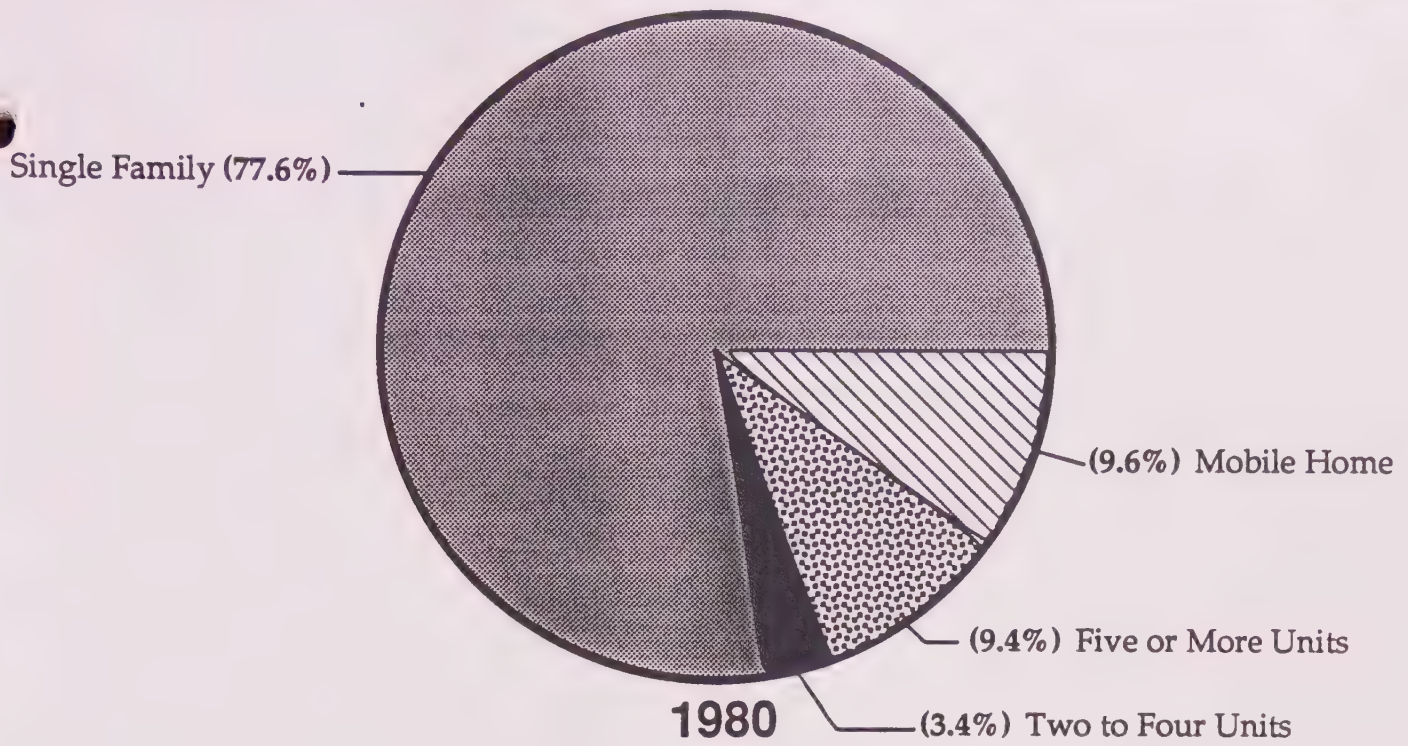
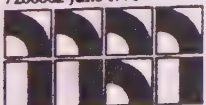


Exhibit H-6

## Housing Unit Types

Source: U.S. Bureau of the Census, 1980  
and California Department of Finance, 1989.

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TABLE H-7

## HOUSING UNIT TYPES, SANTA CLARITA VALLEY

<u>Age Group</u>	<u>1970</u>		<u>1980</u>		<u>1989</u>		<u>Percent Change 1970-1989</u>
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	
Single-Family <sup>a</sup>	13,836	87.7	23,027	87.1	28,489	74.4	105.9
Two to Four Units	1,088	6.9	903	3.4	2,545	6.6	133.9
Five or More Units	860	5.4	2,493	9.4	7,244	18.9	742.3
Total	15,784	100.0	26,423	99.9	38,278	99.9	142.5

a Includes all single-family units, attached and detached, and mobilehomes.

Source: U.S. Census 1980.  
California Department of Finance 1989.

Although single family detached homes still account for the majority of housing units (61.6 percent) in the City, the proportion of these units has decreased since 1970. There has been a tremendous increase in the proportion of multiple-family units to single-family units, including both smaller (two or four units) and larger (five or more units) buildings, in the 9 years. The number of multiple-family units in the planning area increased by more than 400 percent. Multiple-family residential development containing five or more units account for an estimated 18.9 percent of the City's housing stock in 1989.

Both the number and proportion of mobile homes in the City decreased over 1980 levels, a typical trend in developing areas. According to the 1980 Census, there were 2,535 mobilehomes in the planning area. By 1988, this figure had decreased to 2,047 units.

## *Housing Element*

Although the number of mobilehomes is expected to continue to decrease in the long-term, the City in 1988, enacted a moratorium on the removal of mobile home parks and considering provisions for their longer term protection. There are 18 mobile home parks in the City of Santa Clarita. Nine of the 18 parks are located along Soledad Canyon Road. Three of these are located along San Fernando Road, and the remaining 6 parks are scattered throughout the City. The parks range from 30 spaces to 460, with 11 of the parks with fewer than 100 spaces. Most parks are 25 to 30 years old, eleven of the parks were constructed from 1960 to 1965. Thirteen of the parks provide pools for the tenants, while 12 parks also provide other amenities such as tennis courts, recreation room or club house. Monthly rents vary from \$175 to \$511. As such, the mobile home parks appear to provide lower cost housing in smaller neighborhood settings with acceptable repair and condition.

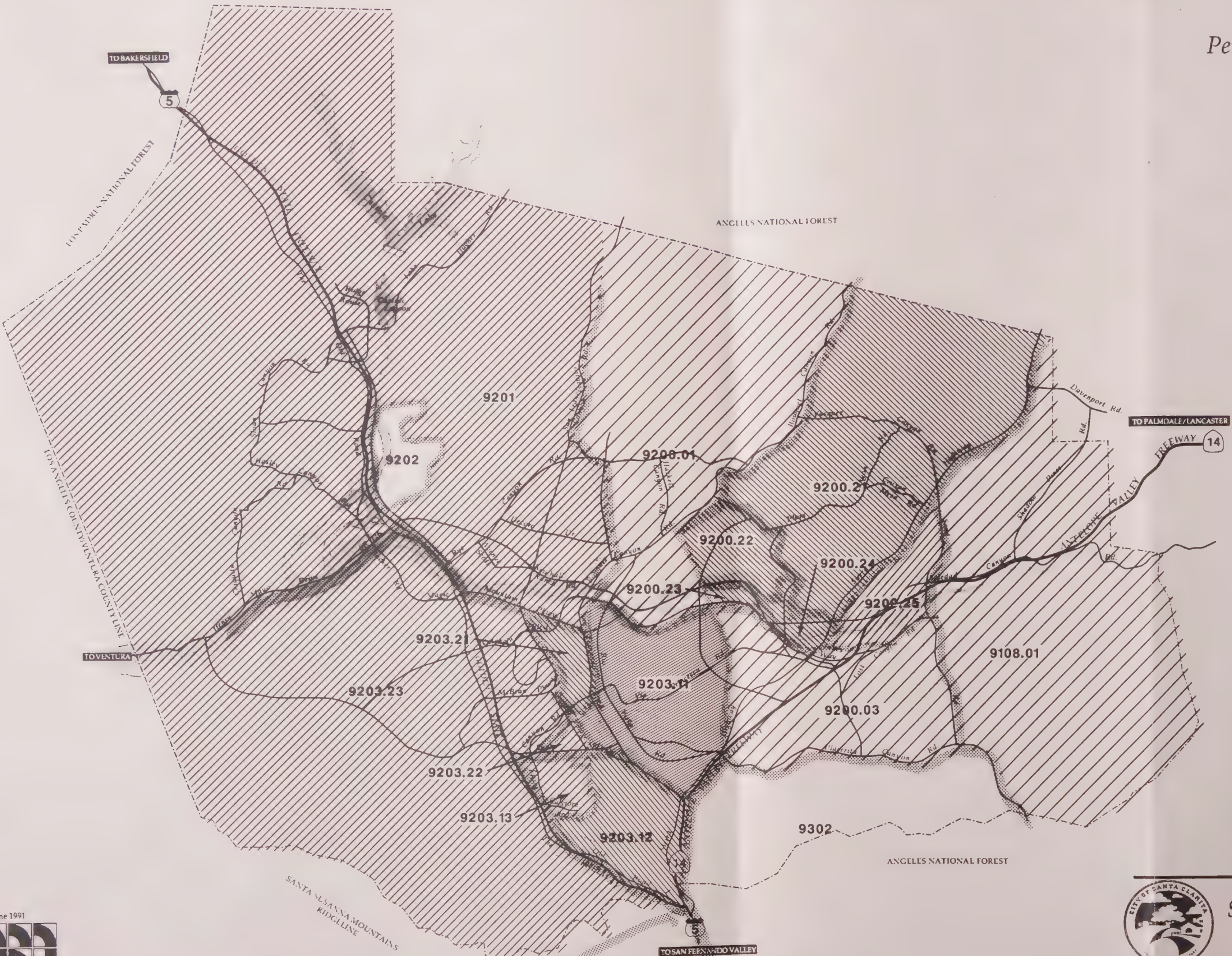
## **TENURE**

The previous section discussed the trend towards more multiple-family housing units (apartments, condominiums, etc.) in the Santa Clarita Valley in general and the City in particular. This trend was due to the need for affordable housing. Housing tenure statistics from the U. S. Census and estimates from SCAG indicate the number of housing units occupied year-round (as opposed to those that are occupied on a seasonal basis) that are owner-occupied or rentals.

The number of both owner-occupied and rental units increased dramatically between 1980 and 1988 as shown in Table H-8 and illustrated in Exhibit H-7. The 1980 figures are from the 1980 U.S. Census and the 1988 figures are from estimates obtained from Urban Decision Systems. The rate of growth for rental housing (126.5 percent) far exceeded the rate for owner occupied units (41.6 percent) in the City. In 1980, approximately 18 percent of the occupied housing units were rentals; by 1988, this



# Percentage of Rental Households (1988 Estimate)



**Legend**

- 10-20%
- 20-30%
- 30-40%
- 40% and Above

Note: Tract number 9202 is the Peter J. Pitchess Honor Ranch

Source: Urban Decision Systems, 1988



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**City of Santa Clarita**





## *Housing Element*

proportion had grown to approximately 27 percent. The number of rental units more than doubled in eight census tracts and exceeded an 80 percent growth rate during the 1980 and 1988 period. The majority of these tracts are located in the communities of Canyon Country, Newhall, and Valencia.

In most of the census tracts in the planning area, owner-occupied units were in the majority, though if present trends continue this may not be true for much longer. Three tracts, located in Newhall, Saugus, and Canyon Country, contained over 1,000 units of renter occupied housing. In addition, rental units outnumbered owner occupied housing units in census tract 9203.11, located in Newhall. Rental units accounted for more than 30 percent of the housing units in six other tracts located in Canyon Country, Saugus, and Newhall. Exhibit H-8 illustrates the trends in the number of owner-occupied and renter-occupied units in the planning area between 1980 and 1988.

## **HOUSEHOLD CHARACTERISTICS AND SIZE**

Households, as defined by the U.S. Census Bureau, consist of single persons, families, and groups of unrelated individuals living together. For planning purposes, household statistics and household size characteristics are more useful than general population figures since the household is the basic economic unit. Planners generally use household statistics to assess a community's overall housing needs.

Trends toward increasing or declining household sizes are often cyclical in nature. As a community such as Santa Clarita develops, younger families with children move into the area. As the population matures, the children leave home, resulting in declines in the population and household size. Over time, younger families will move back into the community, thus repeating the cycle toward increased household size and population.



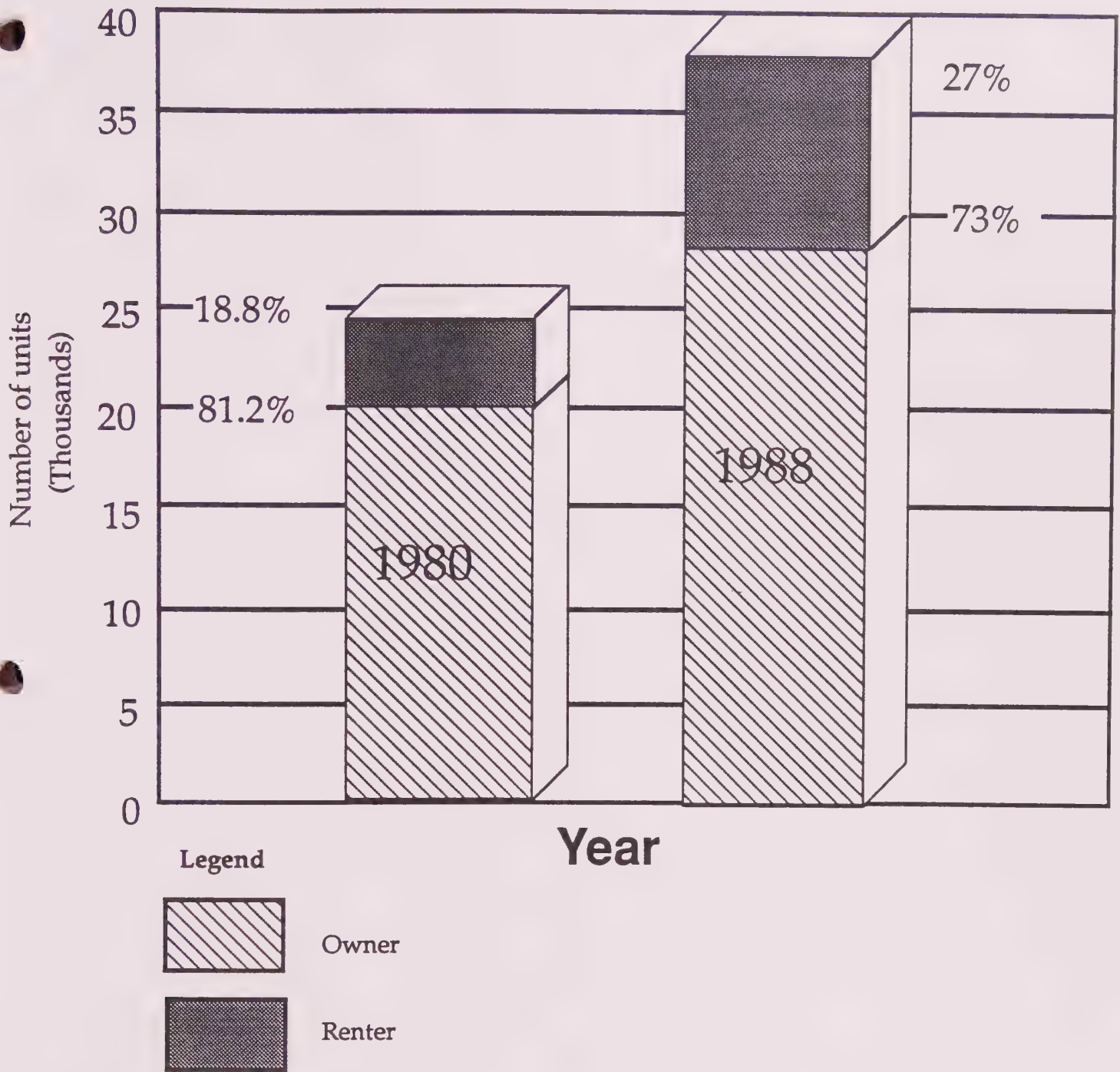


Exhibit H-8  
*Housing Tenure 1980 and 1988*

Source: U.S. Bureau of the Census, 1980  
 and Urban Decision Systems, 1988.

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TABLE H-8

HOUSING TENURE IN THE PLANNING AREA

Census Tract	<u>1980</u>		<u>1988</u>		<u>Percent Change</u>	
	<u>Owner</u>	<u>Renter</u>	<u>Owner</u>	<u>Renter</u>	<u>Owner</u>	<u>Renter</u>
9108.01	1,687	146	3,295	669	95.3	358.2
9200.01	3,596	400	5,632	1,002	56.6	150.5
9200.03	1,766	168	2,152	324	21.9	92.9
9200.21	1,549	368	2,412	1,187	55.7	222.6
9200.22	738	85	943	531	27.8	524.7
9200.23	696	45	893	450	28.3	900.0
9200.24	988	391	1,646	881	66.6	125.3
9200.25	967	180	1,668	655	72.5	263.9
9201	1,977	404	2,255	727	14.1	80.0
9203.11	989	1,236	1,300	1,677	31.4	35.7
9203.12	807	301	1,026	676	27.1	124.6
9203.13	1,034	160	1,106	303	7.0	89.4
9203.21	805	88	1,141	520	41.7	490.9
9203.22	779	235	982	336	26.1	43.0
9203.23	<u>1,570</u>	<u>404</u>	<u>1,804</u>	<u>508</u>	<u>14.9</u>	<u>25.7</u>
Total	19,948	4,611	28,255	10,446	41.6	126.5
% of Occupied Units	81.2	18.8	73.0	27.0		

Sources: U.S. Census 1980.  
Urban Decision Systems 1988.

## *Housing Element*

Santa Clarita appears to be at the beginning of this cycle, with families moving into the new housing units being constructed. A number of other factors play equally important roles in determining household size, such as the 1980s trend of delaying marriage and children to a later age and the increased life span of the elderly. The presence of single-parent households may also contribute to a increase in the average household size.

Finally, increasing housing costs in the region have forced some families with limited resources to share housing. As a result, a family may live in a single room in a housing unit shared with one or more other families.

There were 24,559 housing units in the Santa Clarita planning area occupied by the 79,015 residents in the area according to the 1980 U.S. Census. Estimates from 1988 indicate that the planning area's population increased to 130,849 persons, representing an increase of 51,834 persons, or 65.3 percent over 1980 figures. During this same time period, the number of housing units in the planning area increased by over 18,700 units, or about 58 percent. The City of Santa Clarita contains 39,280 housing units, according to 1990 DOF estimates. Los Angeles County DRP estimated there were 48,330 housing units in the Santa Clarita Valley in September 1989.

Because population growth outpaced the increase in housing units, the average household size in the planning area has increased over 1980 levels. U.S. Census statistics indicate an average of 3.07 persons per household areawide in 1980. In 1988, the average household size for individual census tracts ranged from a low of 2.38 persons per household in tract 9200.03, which includes the retirement community of Friendly Valley, to a high of 3.59 persons per household in tract 9200.22 in the Saugus/Canyon Country area. For purposes of comparison, the Los Angeles County average household size in

## *Housing Element*

1990 was 2.8 persons per household according to DOF. The 1990 DOF estimate of household size in the City of Santa Clarita is 3.1 persons per household, significantly higher than the current County average of 2.8.

As shown in Table H-9, there was an increase of 14,118 households in the planning area from 1980 to 1988. Single person households exhibited the greatest increase--115.3 percent. This trend corresponds with the increase in renter-occupied units in the planning area, as single persons are less likely to purchase homes than are families. Three- to four-person households made up the over 50 percent of household units in 1988 with 15,260 households of this size. Households with five or more persons increased at the slowest rate of all household groups, adding 966 households, or 24.4 percent, between 1980 and 1988. Household size statistics for the planning area are summarized in Table H-9.

## **SOCIOECONOMIC CHARACTERISTICS**

### **INCOME**

Household income is the single most important socioeconomic indicator of households in need. The federal government has divided household income status into four categories--very low, low, moderate, and upper. Each income category is defined as follows:

- **Very Low Income Households.** Earning less than 50 percent of the regional or County median income. In 1989, the income threshold for a family of three living in Los Angeles County was \$17,950.
- **Low Income Households.** Earning between 51 and 80 percent of the regional median. In 1989, the low-income threshold for a family of three was \$27,350.

### *Housing Element*

- **Moderate Income Households.** Earning between 81 and 120 percent of the regional median. In 1989, the moderate income threshold for a family of three was \$34,186.
- **Upper Income Households.** With incomes greater than 120 percent of the regional median income. In 1989, the moderate income threshold for a family of three was \$41,026, and higher.

Exhibit H-9 illustrates the percentage of low income (consisting of low and very low income categories) households in the planning area by census tract for 1980.

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**TABLE H-9**  
**PERSONS PER HOUSEHOLD - SANTA CLARITA PLANNING AREA**

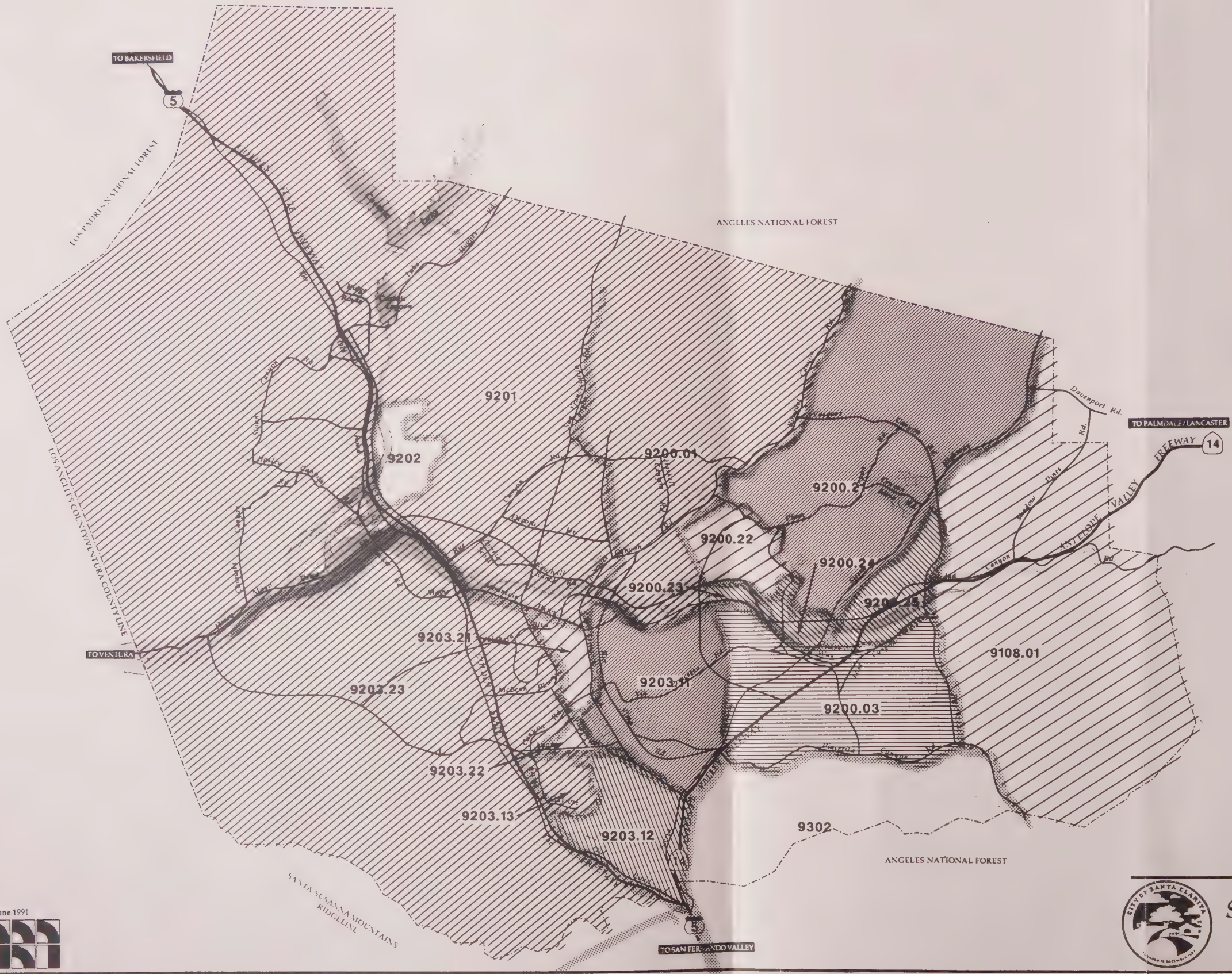
<u>Persons Per Household</u>	<u>1980</u>		<u>1988</u>		<u>Change</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
1	3,321	13.5	7,151	18.5	3,830	115.3
2	7,188	29.3	11,335	29.3	4,147	57.7
3-4	10,085	41.1	15,260	39.5	5,175	51.3
5 or more	<u>3,965</u>	<u>16.1</u>	<u>4,931</u>	<u>12.7</u>	<u>966</u>	<u>24.4</u>
Total	24,559	100.0	38,677	100.0	14,118	57.5

Sources: U.S. Census 1980.  
Urban Decision Systems 1988.

---



Low Income Households



**Legend**

% Low Income Households

[Diagonal lines, top-left to bottom-right]	Less than 11%
[Diagonal lines, bottom-left to top-right]	11 - 20%
[Cross-hatch]	21 - 30%
[Horizontal lines]	31 - 40%
[Vertical lines]	Over 40%

NOTES: 1. Percents include those households with low incomes (50-80% of the county median) and very low incomes (Less than 50% of the county median)

2. Tract number 9202 is the Peter J. Pitchess Honor Ranch

Source: U.S. Bureau of the Census, 1980







## *Housing Element*

The City of Santa Clarita is an affluent community by any measure. Estimates of household income in the City of Santa Clarita in 1989 indicate a median income of \$47,017. According to the Donnelley Marketing report, over 67 percent of the City's households have incomes of \$35,000 or more. This is 49 percent above the County median household income.

The median household income in Los Angeles County in 1980 was \$17,551. Only one census tract in the Santa Clarita planning area displayed a median income lower than the County median (\$16,675), tract 9203.11 in central Newhall, which corresponds to the area where most of the substandard housing is located. This tract also has the highest number and percentage of older (pre-1960) housing units and the highest percentage of rental units in the planning area.

Table H-10 summarizes household income characteristics for the Santa Clarita planning area. According to the 1980 U.S. Census, a total of 2,579 households, 10.4 percent of the total number of households in the area, had incomes that were less than half of the County median or were classified as having "very low" incomes. An additional 2,359 households, 9.5 percent of the area's total, were identified as being "low income households", earning between 51 and 80 percent of the regional median in 1979. In all, 4,938 households, approximately 20 percent of the total number of households, were classified as being low or very low income households in 1979. Exhibit H-10 illustrates the percentage of low-income households found within the planning area.

Just 15 percent of the planning area's households in 1979 were classified as earning "moderate" incomes, between 80 and 120 percent of the regional median. The majority of households in the area had incomes much higher than the County median. Fully 65 percent of the households for which data were available fell into the "upper" income category. Over two-thirds of the households in nine of the area's 15 census tracts are





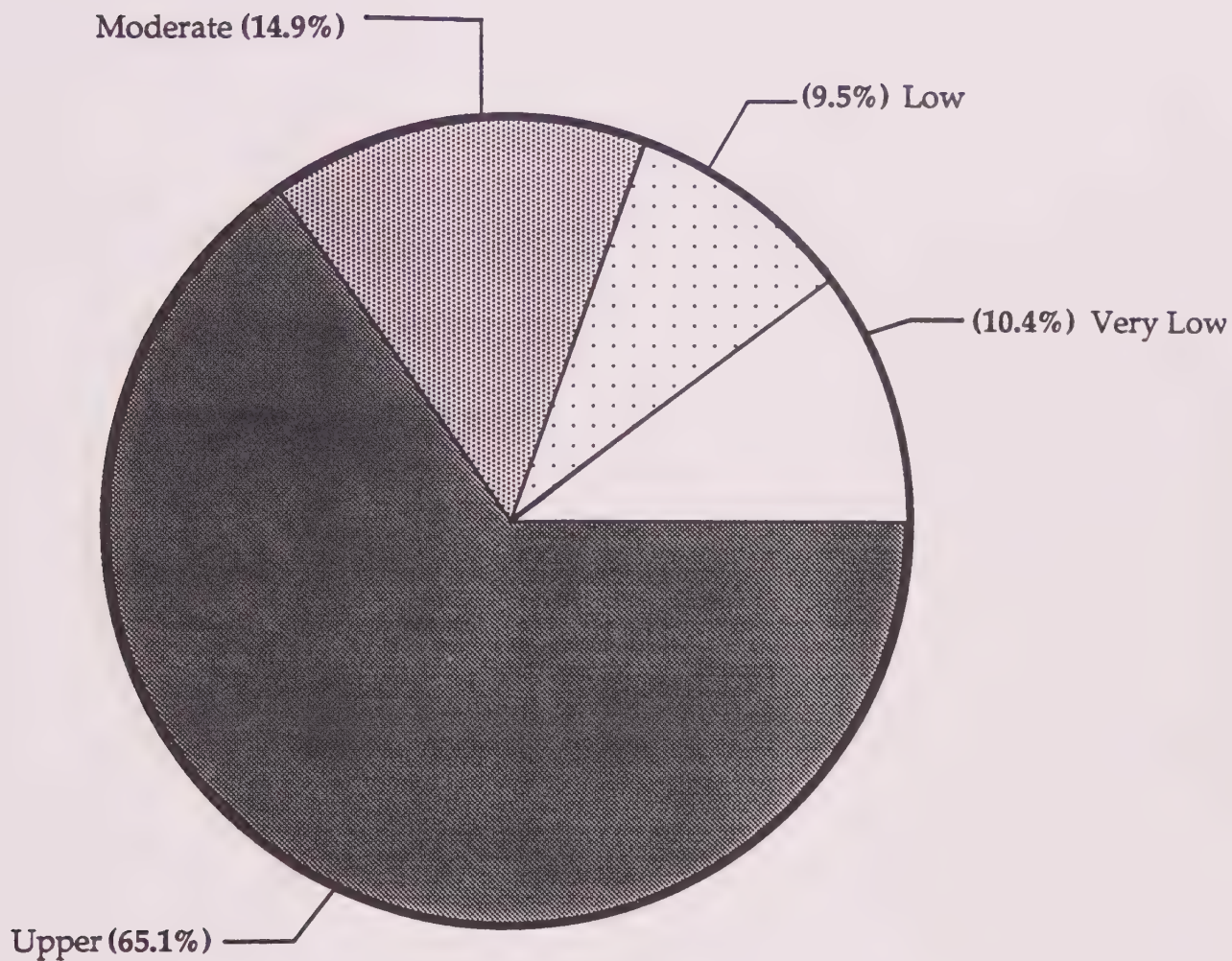


Exhibit H-10  
*Income Distribution*

Source: U.S. Bureau of the Census, 1980.

7200002-June 1991



*Santa Clarita General Plan*  
*City of Santa Clarita*



## Housing Element

TABLE H-10  
1979 HOUSEHOLD INCOME CHARACTERISTICS  
FOR THE PLANNING AREA

Tract	Total of Households	Very Low <sup>a</sup>		Low <sup>b</sup>		Moderate <sup>c</sup>		Upper <sup>d</sup>	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent
9108.01	1,833	92	4.9	105	5.6	255	13.7	1,408	75.7
9200.0	13,996	235	5.8	264	6.5	569	14.0	3,009	73.8
9200.03	1,934	330	17.2	285	14.9	333	17.4	969	50.5
9200.21	1,917	141	7.3	185	9.6	418	21.8	1,175	61.2
9200.22	823	19	2.3	48	5.9	126	15.6	616	76.1
9200.23	741	109	15.4	87	12.3	95	13.4	419	59.0
9200.24	1,379	204	14.4	198	14.0	271	19.2	739	52.3
9200.25	1,147	148	12.8	149	12.9	179	15.5	682	58.9
9201	2,381	287	11.8	166	6.8	338	13.9	1,636	67.4
9203.11	2,225	497	22.1	444	19.7	420	18.7	888	39.5
9203.12	1,108	171	15.7	111	10.2	144	13.2	666	61.0
9203.13	1,194	106	8.7	108	8.9	158	13.0	845	69.4
9203.21	893	47	5.3	30	3.4	96	10.9	711	80.4
9203.22	1,014	44	4.4	57	5.7	110	11.0	788	78.9
9203.23	<u>1,974</u>	<u>149</u>	<u>7.4</u>	<u>122</u>	<u>6.1</u>	<u>180</u>	<u>8.9</u>	<u>1,563</u>	<u>77.6</u>
Areawide	24,559	2,579	10.4	2,359	9.5	3,692	14.9	16,114	65.1

a Annual household income below \$8,775.

b Annual household income between \$8,776 and \$14,010.

c Annual household income between \$14,011 and \$21,061.

d Annual household income above \$21,062.

Source: U.S. Census 1980.

classified as upper income households. In every census tract, except 9203.11, over 50 percent of the households were considered upper income. Tract 9203.21 in the

## *Housing Element*

community of Valencia showed the highest percentage of upper income households, 80.4 percent, in 1979. The 1979 income distribution of the planning area's population is illustrated in Exhibit H-10.

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**TABLE H-11**

**REGIONAL HOUSING NEEDS ASSESSMENT**

<u>Income Group</u>	<u>Existing Need Number</u>	<u>Future Need Number</u>	<u>Percentage Distribution</u>
Very Low (0-50% of county median income)	3,087	1,031	16.1
Low (50-80% of county median income)	1285	531	8.3
Moderate (80-120% of county median income)	--	992	15.5
High (over 120% of county median income)	--	<u>3,847</u>	<u>60.1</u>
		6,401	100.0

Source: Southern California Association of Governments 1989.

---

The Southern California Association of Governments (SCAG) provides household income estimates for every City and County within the seven County SCAG region. These estimates are prepared in conjunction with SCAG's Regional Housing Needs Assessment (RHNA) which is used to project future housing needs. These future housing need figures indicate the number of new units that will be needed in the five year projection period (in this instance, beginning in 1989) for each of the four income categories. Table H-11 indicates that RHNA projects a need for 6,401 new housing units in the City between 1989 and 1993 for the City to meet its regional allocation. Of this figure, 1,031 units for very low income households and 531 units for low income households will be required.



## *Housing Element*

As required by state law, the Southern California Association of Governments (SCAG) prepared the Regional Housing Needs Assessment (RHNA) to determine the housing needs of cities and counties in Southern California for the 1989-1994 planning period. SCAG prepared four plans to manage growth in the region. The RHNA ensures that enough housing will be available to accommodate future residents of the region. The Growth Management Plan projects growth patterns based on land use, job development and population. The Regional Mobility Plan and the Air Quality Management Plan deal with existing and projected transportation and air quality issues respectively.

The RHNA estimates existing housing needs based on households who pay 30 percent or more of their income for housing and future housing needs based on growth projections. The basis for identifying existing needs is the 1980 census with adjustments for vacancy, household income and overpayment. The estimates for future housing needs reflects the projected population growth, as well as units needed to compensate for demolitions and to maintain an ideal vacancy rate. Income level allocations are provided to determine the number of lower income households with existing need and the number of units that would have to be provided for future lower income households.

State law calls for each city and county to use the numbers presented in the RHNA in identifying its existing and future housing need, or provide justification for changing these numbers. The identified housing needs in the RHNA should be included in the housing element of each jurisdiction's General Plan. Each jurisdiction is then expected to develop ways to maintain housing opportunities for existing households and to provide opportunities for the development of additional housing for future households.

The RHNA estimates that 24 percent of all Santa Clarita new housing units should be rented or marketed for low or very low income households. Recent housing rental and sales data indicate that less than 20 percent of Santa Clarita rents and home mortgages are affordable for these households.

**POVERTY**

The federal government has established poverty thresholds for households based on a region's median income. This definition of poverty consists of a sliding scale based on the number of persons in each household, and recognizes that larger families will need more money to live adequately compared to smaller families or single persons. Table H-12 presents the 1989 thresholds for Los Angeles County. In 1989, for example, the threshold for very low income for a single-person household was \$13,950, compared to \$21,550 for a family of five as indicated in Table H-12.

**TABLE H-12****INCOME THRESHOLDS FOR LOS ANGELES COUNTY: 1989**

<u>Standard</u>	<u>Number of Persons in Household</u>							
	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>
Very Low Income	13,950	15,950	17,950	19,950	21,550	23,150	24,750	26,330
Low Income	21,350	24,300	27,350	30,400	32,300	34,200	36,150	38,000
Median Income	26,688	30,375	34,188	38,000	40,375	42,750	45,188	47,500
Moderate Income	32,026	36,450	41,026	45,600	48,450	51,300	54,226	57,000

Source: U.S. Department of Housing and Urban Development 1989.

In the Santa Clarita planning area, the number of families and persons below the poverty level also varied by census tract in 1980. Census tract 9203.11 in Newhall again showed the highest percentage (8.6 percent) of families with incomes below the poverty level, while census tract 9203.22, located in Valencia, showed the lowest percentage (1.9

### *Housing Element*

percent) below poverty. In 1979, the overall percentage of families below poverty for the entire Santa Clarita planning area was only 3.5 percent, a total of 714 families. For Los Angeles County, approximately 7 percent of the families were classified as having incomes below the poverty level. Table H-13 indicates the median family income, total number of families, and number and percent of those families with incomes below the federal poverty level in each census tract.

TABLE H-13

#### 1979 POVERTY LEVELS

<u>Census Tract</u>	<u>Median Family Income</u>	<u>Total Number Families</u>	<u>Number Families Below Poverty</u>	<u>Percent Below Poverty</u>
9108.01	\$29,819	1,683	44	2.6
9200.01	27,852	3,666	87	2.4
9200.03	25,488	1,406	39	2.8
9200.21	25,710	1,665	64	3.8
9200.22 <sup>a</sup>	26,956	749	--	--
9200.23	26,226	572	21	3.7
9200.24	24,844	1,038	49	4.7
9200.25	26,417	904	32	3.5
9201	26,722	2,086	115	5.5
9203.11	19,048	1,587	137	8.6
9203.12	29,865	818	17	2.1
9203.13	29,381	1,004	25	2.5
9203.21	30,743	802	30	3.7
9203.22	35,879	854	16	1.9
9203.23	35,142	<u>1,622</u>	<u>38</u>	<u>2.3</u>
Areawide		20,456	714	3.5

a Census information for this tract was suppressed

Source: U.S. Census 1980.

TABLE H-14

## FAMILY POVERTY STATUS BY HOUSEHOLD TYPE: 1980

<u>Household Type</u>	<u>Below Poverty Level</u>		<u>Above Poverty Level</u>		<u>Total</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Elderly (65+)	25	1.7	1,415	98.3	1,440	100.0
Families with						
Children (0-17)	564	4.4	12,193	95.6	12,757	100.0
Female-Headed						
With Children	236	16.6	1,187	83.4	1,423	100.0
Without Children	<u>44</u>	<u>8.6</u>	<u>469</u>	<u>91.4</u>	<u>514</u>	<u>100.0</u>
Total	869	6.4	15,264	93.6	16,133	100.0

Source: U.S. Census, 1980.

Certain types of households are more likely to earn incomes below the poverty level than others. These groups include households consisting of elderly persons, families with children (according to the U.S. Census, a family is defined as persons related by blood or marriage living in a household), and families with female heads of households, both with and without children. These households may face additional obstacles and expenses not faced by other households. Table H-14 indicates the households headed by an elderly person or a female, and families with children that were classified as having annual incomes below the poverty level in 1980. As can be seen from the review of Table H-14, the majority of those persons in greatest need are families with children and families with female heads of households with children.



### *Housing Element*

Individuals and families with economic needs may qualify for federal or state assistance. These assistance programs include financial aid for low income families with children, government-paid medical insurance, and food stamps. Table H-15 indicates the distribution of aid to Santa Clarita residents as of September 1989. The Los Angeles County Department of Social Services estimates that 1,051 persons within the City of Santa Clarita received some type of income assistance in 1989. The majority of those individuals receiving aid was receiving assistance through the Aid to Families With Dependent Children and Medi-Cal.

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**TABLE H-15**  
**INCOME ASSISTANCE TO SANTA CLARITA RESIDENTS**

<u>Aide Program</u>	<u>Number of Persons Aided</u>
Aid to Families with Dependent Children (family group)	528
Aid to Families with Dependent Children (unemployed parent)	15
General Relief	32
Food Stamps only	144
Medi-Cal Assistance only	324
Refugee Resettlement Program	8
Total Persons Aided	1,051

Source: Los Angeles County Department of Social Services 1989.

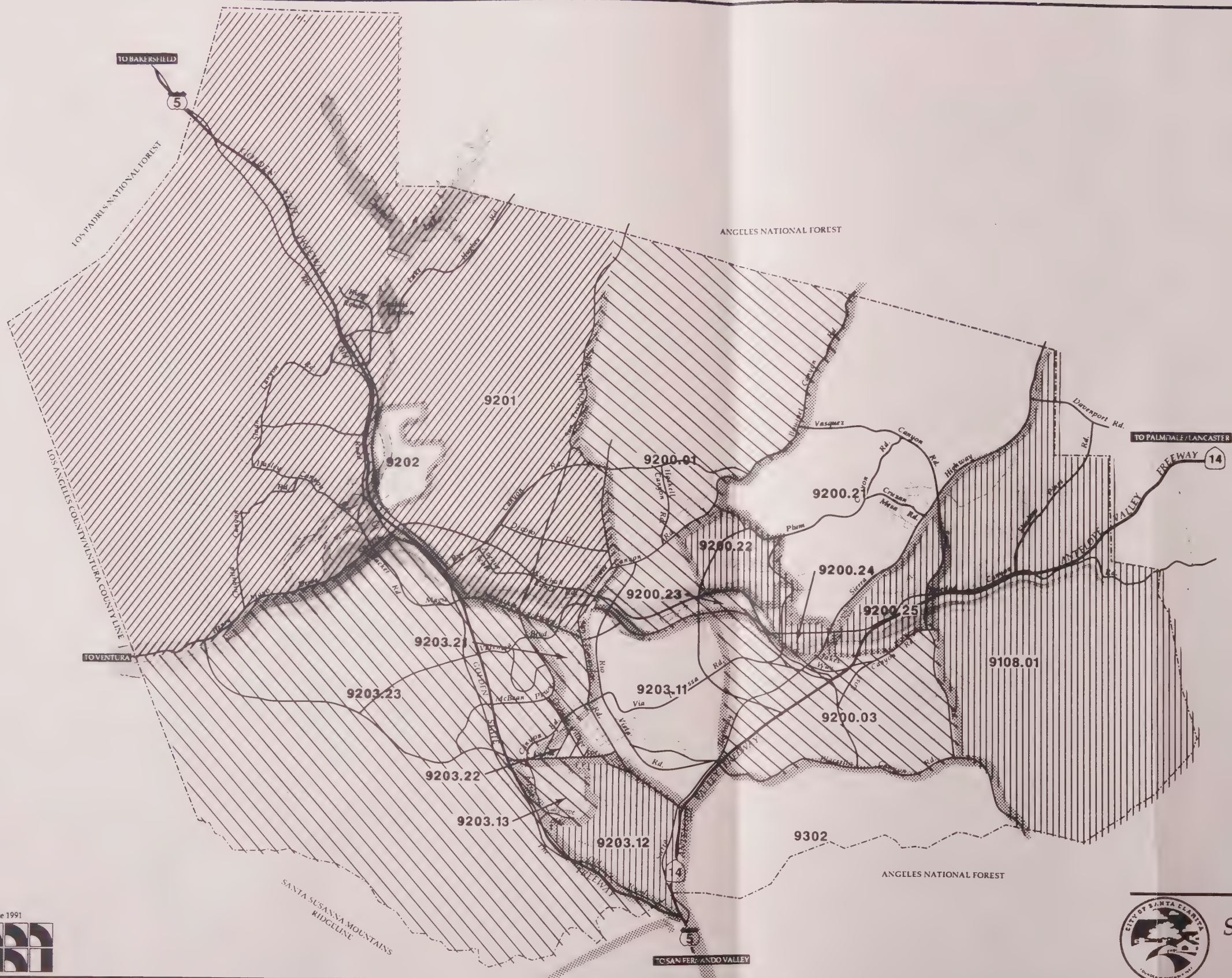
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## OVERCROWDING

Increased housing costs and the lack of affordable housing has contributed to the overcrowding of a number of housing units in the City. The high cost of housing has forced lower income persons and families to share the rent or mortgage which has led to overcrowding. The U.S. Bureau of the Census Bureau defines an overcrowded unit as a dwelling unit occupied by more than 1.01 persons per room. Severely overcrowded units are those with 1.5 or more persons per room. Overcrowding can accelerate the deterioration of units, particularly rental units that are not being adequately maintained. Table H-16 presents a summary of overcrowding in the Santa Clarita Valley.

According to the information presented in Table H-16, overcrowding does not appear to be a major problem in the Santa Clarita planning area. Data from the 1980 Census indicate only 600 of the 24,559 households, or 2.4 percent, were considered overcrowded and 345 were severely overcrowded (1.4 percent). This figure is quite low compared to the County. In 1980, approximately 6.9 percent of the housing units in Los Angeles County were overcrowded. Exhibit H-11 illustrates the percentage of overcrowded households in each of the Santa Clarita planning area census tracts. Tract 9200.21, which encompasses the northern portion of Canyon Country, had the highest percentage (5.2 percent) of overcrowded households. Tract 9203.11 in the central portion of Newhall had the second highest percentage in the planning area, with 4.2 percent of households fitting the census definition of overcrowded. The latter area corresponded to that portion of the City that had the greatest number of substandard units. Less than 3 percent of households in all other tracts were considered overcrowded.





**Legend**

**% Overcrowded Units**

	Less than 1%
	1 - 3%
	3 - 5%
	5 - 7%
	Over 7%

NOTES: 1. Percents include units classified as being overcrowded and those classified as being severely overcrowded

2. Tract number 9202 is the Peter J. Pitchess Honor Ranch

Source: U.S. Bureau of the Census, 1980



**Santa Clarita General Plan**  
**City of Santa Clarita**





TABLE H-16

HOUSEHOLD SIZE AND OVERCROWDING IN HOUSEHOLDS: 1980

Census Tract	Occupied Units	Average Persons Per Household	<u>Overcrowded<sup>a</sup></u>		<u>Severely Overcrowded<sup>b</sup></u>	
			Number	Percent	Number	Percent
9108.01	1,833	3.44	54	2.9	14	0.8
9200.01	3,996	3.33	96	2.4	15	0.4
9200.03	1,934	2.38	19	1.0	1	0.0
9200.21	1,917	3.42	99	5.2	38	2.0
9200.22	823	3.59	20	2.4	5	0.6
9200.23	741	2.85	10	1.3	1	0.1
9200.24	1,379	2.71	292	2.1	17	1.2
9200.25	1,147	2.99	34	3.0	15	1.3
9201	2,381	3.24	71	3.0	74	3.1
9203.11	2,225	2.66	94	4.2	107	4.8
9203.12	1,108	2.82	18	1.6	17	1.5
9203.13	1,194	3.07	27	1.3	11	0.9
9203.21	893	3.44	9	1.0	3	0.3
9203.22	1,014	3.14	7	0.7	1	0.1
9203.23	1,974	2.98	13	0.7	26	1.3
Areawide	24,559	3.07	600	2.4	345	1.4

a Overcrowded: 1.01 persons per room

b Severely overcrowded: 1.5 or more persons per room.

Source: U.S. Census 1980.

## **SPECIAL NEEDS GROUPS**

There are a number of household categories that have special needs for housing above and beyond that of the general population. A number of these special needs groups are lower income households that have problems paying the higher costs for housing. Other special needs groups involve those persons or households with disabilities.

The special needs groups discussed in this section include the following:

- **Families with Female Heads of Households.** Households headed by a single female. This group generally consists of a household containing small children that is headed by an unmarried female parent.
- **Large-Families.** This category consists of larger families which may result in the overcrowding of individual housing units.
- **Elderly/Handicapped Households.** The elderly and the handicapped have unique housing needs, often related to mobility. In addition, many of these individuals are on fixed incomes or have lower incomes.
- **Persons in Need of Emergency Shelter.** A number of individuals and/or families do not have permanent housing. This may be due to a number of factors including unemployment or a disability that prevents or limits employment.
- **Farmworkers.** The State of California recognizes farmworkers as a special needs group. Many members of this workforce are migrant and require special consideration.

### **Families with Female Heads of Households**

Households with employed female heads of households frequently earn low incomes, partly because of lower overall wage rates for female employees. Households with unemployed female heads may be dependent on welfare, child support, alimony, or other

## *Housing Element*

subsidy payments, and consequently are often in the lowest income groups. For either type of household, the housing opportunities are limited unless the family pays a disproportionate share of income for housing and limits spending in areas such as clothing, health care, and recreation.

In 1980 there were a total of 1,936 families with female heads of households in the planning area, 7.9 percent of all households and 9.6 percent of all families. The proportion of families with female heads of households in each census tract ranged from a low of 2.8 percent in census tract 9200.22 to a high of 10.9 percent in tract 9200.01, both located in the northern part of the City.

Female headed households require housing located near daycare centers and possibly near transit. This special housing needs group would benefit from nontraditional units such as shared housing. These units may share kitchen facilities but each household maintains private living quarters.

Examination of 1980 Census data (refer to Table H-13) reveals that 14.5 percent of all families with female heads of households in the area and 16.6 percent of families with female heads of households with children under the age of 18, had incomes below the poverty level. In contrast, only 4.4 percent of all families with children in Santa Clarita had annual incomes below the poverty level. However, the 1980 mean family income of families with female heads of households in the planning area was \$16,928, well within the "moderate" income category for Los Angeles County. The lowest mean family income for these families was \$10,039, found in census tract 9203.11.

## *Housing Element*

### **Large Families**

According to census data from 1980, there were 600 overcrowded units in the planning area, representing 2.4 percent of all occupied housing units. While overcrowding did not appear to be a problem in 1980, the lack of affordable housing may result in increased overcrowding in the future. One unfortunate consequence of the search for affordable housing is that many larger families move into smaller, older homes. Currently, such homes are concentrated in portions of Newhall, Saugus, and in some unincorporated areas such as Val Verde. In addition, large families also require larger rental units, units which contain three and four bedrooms. Unfortunately, most recently constructed rental units contain one or two bedrooms. These construction trends further compound larger family overcrowding. Options for relieving overcrowded living conditions include the construction of additional rooms on existing houses now occupied by overcrowded families. Community Development Block Grant funds are one source of possible funding.

### **Elderly/Handicapped Households**

The 1980 Census indicated that 4,401 persons, or 5.7 percent, of the Santa Clarita planning area's population was 65 years of age or older. Of the 1,471 households headed by an elderly householder, only 25, or 1.7 percent, had annual incomes below the poverty level. In 1988, the number of persons 65 and over was estimated to be 6.3 percent of the area's population. Elderly persons often depend upon retirement or other types of fixed income to support themselves which affects their ability to obtain housing that is affordable. Elderly households require housing near shopping areas, health care facilities, and transit. Elderly housing also would benefit from special construction features such as wheelchair ramps, railings, etc. Elderly households may also benefit from both congregate care and shared housing.



## *Housing Element*

The U.S. Census does not provide separate statistics for handicapped persons, but does indicate that 1,183 persons in the planning area in 1980 had a disability that affects their ability to use public transportation. Of those persons indicating a public transit disability, 55.8 percent were 65 years of age or older. Handicapped persons may require special aids, such as wheelchair ramps, hand rails in restrooms, and wider doorways to accommodate wheelchairs, all of which can add to housing costs.

### **Persons in Need of Emergency Shelter**

Persons requiring emergency shelter can be divided into two categories: (1) those who require temporary shelter because of damage to their place of residence (through flood, fire, or earthquake), and (2) those who are homeless. Homeless persons, according to the California Department of Housing and Community Development (HCD), are those persons whose nighttime residence is either a temporary shelter provided by a public or private agency or a public or private space not designed for shelter.

Public and private social service agencies, such as the Red Cross, typically respond to the need for shelter in the case of fire or natural disaster. According to the Los Angeles County Sheriff's Department in Santa Clarita, all public buildings in Santa Clarita are available to provide temporary quarters when needed. When an emergency arises, a public building close to the affected location is chosen, and an agency, usually the Red Cross, sets up a temporary shelter.

The U.S. Census in 1980 did not compile statistics on homeless persons, but the HCD estimated that in 1985 there were between 50,000 and 75,000 homeless persons in the state, concentrated in the San Francisco and Los Angeles areas. Local homeless services providers estimate the number of persons homeless in the Santa Clarita Valley range from 150 to 500 persons. The 1990 census will include estimates for homeless persons

## *Housing Element*

based on field surveys and visits to shelters by census workers. The Los Angeles area homeless population is largely composed of single men, though the numbers of homeless women, couples, and families with children are increasing. The Santa Clarita Valley service providers indicate the homeless persons originally assisted were usually single individuals; however, more recently those who seek food, shelter or other services include families with children. Many homeless persons have lost their residences through economic circumstances, but there is a growing number of women who leave their homes to seek refuge from domestic violence for themselves and their children.

As of January 1, 1990, there were no facilities for homeless persons in the Santa Clarita Valley. Persons requiring shelter are referred to San Fernando Valley facilities which accept them on a space-available basis. The Church of Our Lady of Perpetual Help in Newhall maintains a resource directory of available shelters in the San Fernando Valley for people seeking assistance. St. Stephens in Valencia also maintains a food pantry for low income and needy persons. There are also a small number of shelters that provide services to any Los Angeles County resident though their locations in Lancaster, Santa Monica, and Hermosa Beach are not easily reached by the planning area's homeless.

Currently, there are no shelters for abused women in the Santa Clarita Valley, however, counseling and protection services are provided by the Association to Aid Victims of Domestic Violence. The Association counsels both the victims and the perpetrators of wife and child abuse, and will arrange temporary emergency shelter in a "safe-house" when necessary. The Association to Aid Victims of Domestic Violence (AAVDV) and the Health Council is preparing a report on social services and human resources in the Santa Clarita Valley. The report is the culmination of a survey/inventory of 15 agencies regarding existing services available to residents and those that are necessary but that are not located in the Valley. The survey began in August and included the Sheriff's

## *Housing Element*

Department among other agencies. The responses have all been received by the AAVDV and currently are being compiled into a report which will be available shortly.

### Farmworkers

The 1980 U.S. Census identified the number of persons employed in agricultural occupations (defined as forestry, agriculture, and fishing). In 1980, there were 378 individuals identified as being employed in this activity. As agricultural production has declined in recent years due to the development of agricultural land, the number of farmworkers has declined. The Employment Development Department estimates a total of 720 "man weeks" being employed in agriculture throughout all of Los Angeles County in 1989. At this time, there are no, nor does there appear to be a need for, state subsidized farmworker housing units located in the City.

## **HOUSING AFFORDABILITY**

Housing costs in the Santa Clarita Valley rose during the 1980s to become comparable with those in many other parts of Los Angeles County, although homes are still somewhat less expensive than in some other urbanized areas because of the availability of land. Home buyers continue to be attracted to the area because of the new housing construction. The large increase in the number of rental housing units follows a trend evident in most other parts of Southern California, and indicates that people are attracted to the area for reasons other than home buying. The increase in employment opportunities in Santa Clarita and neighboring areas will make the area attractive to a wider range of income groups.

Figures on housing sales prices were obtained from privately funded marketing studies conducted for area developers. Sales prices from Spring 1987 through Spring 1988

## *Housing Element*

indicate that the average price for a new home in the Santa Clarita Valley has increased significantly over the last year and is now comparable to other parts of Los Angeles and Orange counties. New single-family detached units in the communities of Canyon Country, Castaic, Newhall, Saugus, and Valencia sold for an average of \$210,772 in Spring 1988, an increase of \$53,000 or 34 percent over the average price in Spring 1987. New single-family attached homes (condominiums) sold for an average of \$110,229 in Spring 1988. A survey of Los Angeles County housing prices conducted by the Los Angeles Times revealed that the average sales price in Santa Clarita in October 1989 was somewhat lower than the County average. Homes in Santa Clarita (including Valencia and areas west of I-5) sold for an average of \$223,653, up 2.5 percent from 1988. Sales prices in Canyon Country (including areas east of I-5, both north and south of Route 14) averaged \$209,557, up 16.6 percent from 1988. The average sales price for all cities in the County was \$227,945. These figures include sales of single-family homes and condominiums. According to the SCAG Regional Housing Needs Assessment, approximately 4,372 households with very low and low incomes are paying more than they can afford for housing, that is, in excess of 30 percent. Of these, 2,047 (47 percent) are owner occupied and 2,325 (53 percent) are renters.

The average monthly rentals for apartments ranged between \$450 and \$800 per month with the majority of rentals in the \$550 to \$650 range. According to the Santa Clarita Valley Chamber of Commerce, rents average around \$575 per month for a one-bedroom apartment. A survey of rentals for other than apartments, advertised in the local newspaper, indicated that average rents for single-family homes ranged between \$900 and \$1,500 per month with the majority being in the \$1,100 to \$1,200 per month price range. Condominium rental costs ranged between \$700 and \$1,000 per month.



**EMPLOYMENT**

Santa Clarita's economic base is still developing as of 1990, as the area adds commercial and industrial space and attracts more residents wishing to work in the area. Table H-17 presents employment opportunities in the Santa Clarita Valley. The Southern California Association of Governments estimated that there were 23,421 persons employed in the planning area in 1984. A 1987 survey of firms doing business in all zip code areas in Santa Clarita indicated a total of 28,948 jobs. These figures show a steady growth of employment opportunities in the planning area.

**TABLE H-17**  
**EMPLOYMENT OPPORTUNITIES FOR SANTA CLARITA VALLEY**  
**AREA RESIDENTS**

<u>Employment Area</u>	<u>1980 Census</u>	<u>1984 Estimate</u>	<u>Baseline 2010</u>	<u>Growth: 1984-2010</u>	
				<u>Number</u>	<u>Percent</u>
Santa Clarita Valley	20,800	23,421	97,212	73,791	315
NE San Fernando Valley	70,900	73,011	116,150	43,139	59
SW San Fernando Valley	330,800	341,331	494,184	152,853	45
Palmdale	12,100	13,543	57,717	44,173	326
Simi Valley (Ventura)	16,200	22,332	42,136	19,804	89
Burbank	162,000	166,592	235,522	68,930	41
Los Angeles County	3,940,100	4,053,000	5,497,002	1,444,002	36

Source: Southern California Association of Governments Baseline Employment Forecast 1986.

## *Housing Element*

Table H-18 indicates the number of employees in each firm surveyed according to its Standard Industrial Classification (SIC) code and the size of the firm. Examination of these statistics reveals that 9,116 persons were employed in wholesale and retail trades in 1987, accounting for 31.5 percent of the total job positions within the planning area. The category with the next highest participation was manufacturing, with 25.2 percent of the area's employees, or 7,293 persons. Another 22.3 percent of those surveyed were service employees, an economic sector showing continued growth across the country. The construction industry employed 11.7 percent of Santa Clarita's employees, while agriculture, mining, transportation, and finance and insurance together accounted for the remaining 9.3 percent. The survey also showed that over 50 percent of firms in the area employ less than five people, although the few large firms may employ a greater total of employees.

The SCAG figures summarized in Table H-17 indicate expected growth to 97,212 jobs in the Santa Clarita Valley in 2010, an increase in employment positions of 315 percent from 1984 to 2010. Substantial growth is also predicted for neighboring employment centers, with the Palmdale area expected to increase employment opportunities by 326 percent. However, the total number of positions available is expected to be much higher in Santa Clarita than in the Palmdale area. Los Angeles County, in comparison, is expected to increase jobs 36 percent over the same time period.

## **CONSTRAINTS**

There are governmental and nongovernmental constraints to the development of housing in Santa Clarita. Housing constraints result in higher housing costs or limited development that discourages affordable housing projects. Constraints to housing production have more impact on households with lower incomes and special needs because they often cannot afford market-rate housing. By identifying the constraints to

### *Housing Element*

housing development, the City will be able to develop programs to counteract their negative effects on housing or to eliminate them.

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TABLE H-18

**ESTABLISHMENTS BY EMPLOYEE SIZE AND CLASS: 1987<sup>a</sup>**

<u>SIC</u>	<u>Number of Employees in Firm</u>					<u>Total</u>	<u>Employees</u>	<u>Percent</u>
	<u>1-4</u>	<u>5-9</u>	<u>10-19</u>	<u>20-49</u>	<u>50+</u>			
Agriculture and Unclassified	113	17	5	1	1	137	576	2.0
Mining	6	1	3	3	0	13	150	0.5
Construction	142	49	30	17	11	249	3,378	11.7
Manufacturing	66	19	23	20	28	156	7,293	25.2
Transportation	27	11	8	10	3	59	743	2.6
Wholesale and Retail	265	132	128	69	41	635	9,116	31.5
Finance and Insurance	91	18	23	11	3	146	1,226	4.2
Services	<u>427</u>	<u>123</u>	<u>73</u>	<u>29</u>	<u>22</u>	<u>674</u>	<u>6,466</u>	<u>22.3</u>
Total	1,137	370	293	160	109	2,069	28,948	100.0
Percent of Total	54.95	17.88	14.16	7.73	5.27	100.0		

a Includes all zip codes in Santa Clarita.

Source: Center for the Continuing Study for the California Economy. Phillips, Brandt, Reddick, 1988.

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### **GOVERNMENTAL CONSTRAINTS**

Governmental constraints are posed by local ordinances or practices which lengthen the time it takes to construct housing projects, add building costs which in turn increase rents, leases, or units sales prices, or discourage the development of affordable housing.

**Land Use Controls**

The City's land use plan poses a major constraint on housing because it regulates where housing can or cannot be constructed. Since the City incorporated, a land use plan has been under preparation. Only a draft land use plan is ready at this time and will be used for the analysis of land use controls.

The zoning ordinance for the City shall be formulated after the General Plan has been adopted and shall be made consistent with the General Plan. In the meantime, the City uses the Los Angeles County Zoning Ordinance. This ordinance regulates minimum lot sizes and densities. There are six residential designations which provide for the development of a variety of housing types in the county. The six designations' density ranges are from less than 0.5 units per acre to 50 units per acre as shown in Table H-19.

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**TABLE H-19**

**RESIDENTIAL DESIGNATIONS AND DENSITY**

<b><u>Residential Zone</u></b>	<b><u>Density Range (Units per Acre)</u></b>
Nonurban 1	0 - 0.5
Nonurban 2	0.5 - 1.0
Urban 1	1.1 - 3.3
Urban 2	3.4 - 6.6
Urban 3	6.7 - 15.0
Urban 4	15.1 - 50.00

Source: Santa Clarita Valley Areawide General Plan, County of Los Angeles, 1987

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## *Housing Element*

The residential planned development zone allows flexible standards of development for hillsides and other natural scenic areas. Residences are allowed in the commercial zones subject to a permit. The Commercial-Residential combining zone in the C-3 zone and the Unlimited Residence-Professional office combining zone in the R-4 zone allows mixed (residential and commercial) developments to add housing opportunities and to reduce transportation costs, energy consumption, and air pollution. The City anticipates permitting mixed-use residential use in commercially designated areas.

Also, the City has developed a mobilehome ordinance to promote retention of certain mobilehome parks and encourage the establishment of new parks. Historically Los Angeles County has permitted development to occur more rapidly and with less constraints than the incorporated cities. While the City of Santa Clarita currently uses the County's development standards, the City is developing policies and standards of its own. It is not anticipated that the policies and standards will drastically decrease housing production opportunities, however, some slowing may occur as a result of housing producers adjustment. If the zoning ordinances or site improvement policies change are anticipated to significantly alter housing production in the planning area, the housing element will be revised and new analysis will be generated.

### **Codes and Enforcement**

Santa Clarita uses the 1990 Uniform Building Code, Uniform Plumbing Code, Uniform Fire Code, the 1987 National Electric Code, the 1990 Mechanical Code, and Title 24 and 25 of the State Energy/Insulation Regulations in evaluating building plans. These codes help preserve public health and safety and ensure the construction of safe and decent housing. They are not considered constraints to housing development.

**Onsite and Offsite Improvements**

Development standards in the city zoning ordinance influence the costs of housing construction. Yard setbacks, minimum lot sizes, maximum lot coverage, maximum densities, height limits, and minimum unit sizes are factors which limit densities and may add to costs. The Los Angeles County Zoning Ordinance currently required 15- to 20-foot front yards, 5-foot side yards, and 15-foot rear yards. Height limits and lot area requirements determine maximum building and floor areas. Parking and landscaping requirements, as well as roof, siding, building width standards, and minimum floor areas may add to building costs.

The granting of variances and built-in flexibilities with the standards allow for design creativity and provides for the accommodation of unique site characteristics and other development constraints.

Although ordinances are intended to protect the public welfare, some standards result in decreased densities and higher housing costs for specific lots and parcels. This works against lower income households who do not have all the resources to pay for market-rate housing.

**Housing Conservation**

Conservation entails the maintenance and protection of existing housing units for residential use without actual physical rehabilitation. Because of the new development in the city, there has been little pressure to convert existing housing to different use of tenure types.

## *Housing Element*

The city has initiated the conservation of mobile homes to clearly indicate that the mobile home subdivision developments and parks should remain. It is anticipated that most mobile home units will be conserved.

### **Fees and Exactions**

In order to defray the costs of processing city applications, the City has a fee schedule for different permits as provided in Table H-19. Aside from development review fees, residential projects involve the payment of other city fees. Building permits and plan check fees are based on building valuation per square foot. Fees for remodeling and rehabilitation work are also assessed which increase rehabilitation costs beyond the ability of low income households to pay. The City of Palmdale is the only neighboring jurisdiction which has similar characteristics as developing Santa Clarita. Santa Clarita fees are similar to those exacted by the City of Palmdale. Both Palmdale and Santa Clarita anticipate fee increases to provide for additional infrastructure design and construction. Santa Clarita fees do not have a negative effect on the favorable building climate in the Valley.

### **Processing and Permit Procedures**

All residential project applications are reviewed by the City of Santa Clarita, Community Development Department for compliance with the Zoning Ordinance, the General Plan, and other codes. The plot plan review is completed in approximately 2 weeks. Public hearings are then scheduled before the Planning Commission. Approval takes approximately 6 months. Environmental review is done concurrently and may add 6 months to 1 year depending on the issues considered.

### *Housing Element*

The applications are then submitted to the Building and Safety Department for plan check which takes about 2 weeks. The building plans are returned to the applicant for revision and the procurement of needed permits from the Fire Department, Health Department, School District, Water District, Sewer District, and other pertinent agencies. Resubmittal of the plans and necessary permits to the Building and Safety Department will be necessary to obtain the building permit. Occupancy permits are given after structures have been inspected and found to comply with the approved plans and other structural requirements.

Permit fees and processing times discourage construction by increasing the time and costs associated with gaining development approval. Subdivision approval, sewer permits, occupancy permits and other required permits from the City and the County extend processing periods from at least 6 months to 1 year.

City review process time does not vary for single-family residential and multiple-family residential projects. Rather, the processing time is dependent on the proposed complexity and planning issues more than project type.

The City is striving to streamline the permit process in order to facilitate development and encourage affordable housing projects. Preliminary conferences with developers is encouraged to acquaint developers with city ordinances and requirements and inform city staff of proposed projects. This shortens the revision period of projects to comply with city standards and will shorten staff review.



**TABLE H-19**  
**CITY PROCESSING FEES**

Environmental Review

Initial Environmental Impact Review                      \$1,410

Environmental Impact Review                                \$3,557

Subdivision

Tentative Tract    \$2,510 for the first 10 lots plus \$60  
per lot for lots between 11 to 25  
lots plus \$30 per lot for lots 26 to  
50 lots plus \$12 per lot of over 51  
plus

Tentative Parcel Map Review                                \$3,210

Certificate of Compliance                                    \$350 for the first four lots or \$25  
for the notice of intent or notice of  
violation

Minor Lot Line Adjustment                                  \$215

Parcel Map Waiver    \$445

Condominium Conversion Notification                    \$36 per unit

Zoning

Conditional Use Permit Review                            \$3,230

Development Agreement Review Up Front                \$3,447

Low and Moderate Income Housing Permit              \$1,285

Nonconforming Use/Structure Review                    \$1,285

## *Housing Element*

**TABLE H-19 (continued)**

Oak Tree Permit	
Trimming Only	\$13.75
Removal of Encroachment	\$68.75 plus consultants fee when in excess of 2 1/2 hours
Parking Permit	\$1,300
General Plan Review and Revision	\$2,600
Site Plan Review	\$535
Surface Mining Permit/Reclamation	\$1,285
Temporary Use Permit	\$210
Variance Review	\$2,075
Zone Change Review	\$4,750

Note: Fee reductions for concurrent applications.

Source: City of Santa Clarita Planning Department.

City of Santa Clarita Resolution No. 90-130, adopted by City Council on July 10, 1990.

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### **Constraints to Lower Income Housing**

Affordable housing is more difficult to develop than market-rate housing because of the lower profit margin of projects of this nature. The limited availability of federal and state subsidy funds also serves to hinder the provision of housing for low income groups. The maximum dollar amount required for modifications to allow handicap accessibility does not ensure that all housing units will become accessible to the handicapped. It is much

## *Housing Element*

more expensive to modify older units for ramps, widened doorways, elevator shafts, and other design features for handicap access. Fees charged, processing time, development standards and local planning policies and ordinances do not negatively affect housing construction in Santa Clarita.

The City has recently established a Community Redevelopment Agency, however, no rehabilitation, redevelopment, or target areas have been established. When the Agency has established the redevelopment areas and developed a redevelopment project, any sites which become available for residential development will be identified and possibly housing constructed. Again, communities in the planning area such as Newhall, may also contain possible redevelopment sites.

### **NONGOVERNMENTAL CONSTRAINT**

Nongovernmental constraints are factors which limits the development of housing in the city due to environmental or physical characteristics, social, or economic factors that discourage housing construction.

#### **Financing**

Construction loans for the development of housing have interest rates ranging from 10 to 12 percent. Rates affect market rents for multi-family projects and housing costs. High interest rates could slow down construction activities and increase housing costs.

Data from local leaders show that mortgage loan rates currently range from 10 to 11 percent plus 2 points for a fixed rate 30-year loan; 8 to 9 percent plus 1-3/4 points for variable interest rate loan without a negative amortization; and 7 to 8 percent plus 1-1/2 points for a negative amortization loan. Interest rates have been dropping slowly which

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reduces potential monthly mortgage payments, and thereby increasing the number of households who qualify to buy a home.

The local lending rates are not unusual for the Santa Clarita and Antelope Valleys. financing is generally available for new and existing home purchases. Redlining was not indicated when financing availability was researched through the Home Mortgage Disclosure Act or the Community Reinvestment Act sources. However, as funding becomes more scarce, caution should be taken to ensure that available funds are not solely distributed to new housing opportunities occurring at the city permitted but they are also distributed to existing communities in Santa Clarita.

### **Vacant Land**

The City of Santa Clarita contains minimal flat vacant land available for residential development. Rather the surrounding planning area will be the focus of residential development. The planning area covers approximately 106,839 acres of land with over 75 percent of the area undeveloped and 12 percent developed with residential projects. The availability of vacant land for residential development is not considered a constraint in Santa Clarita. Ongoing construction activities show a growing community with plenty of room for expansion. Currently there are 39,280 units, and a potential for approximately 98,000 units at buildout. The remaining 58,720 units will be constructed on 80,000 acres of land.

Santa Clarita anticipates annexing areas within the planning area which will ultimately provide for the development sites of its fair share allocation. Annexation plans and timing schedules are in progress. It is anticipated that the City will have moderate progress with annexation attempts by July 1994, the required housing element update



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deadline. The City anticipates to fully discuss any vacant land availability and future annexation plans in the subsequent update.

### **Land Prices**

Land prices make up 10 to 30 percent of housing costs. Land in some areas cost more than others due to the availability of services, easy access, neighborhood quality, distance to business centers and commercial areas, and other physical characteristics.

Land prices in Santa Clarita vary depending on location and existing development constraints. Vacant land within the City is more expensive than vacant land in areas further out. Development constraints such as steep slopes, soil quality, and accessibility affect land prices in the City. Other factors influencing prices include view potential, availability of public utilities and services, and neighborhood quality. Data from local realtors show that prices range from \$20,000 to \$85,000 per lot in outlying areas and from \$55,000 to \$300,000 per lot nearer the City center and freeway. Higher-priced lots are found within the Valencia and Sand Canyon communities because of the type of development in these areas. Land within rural communities and areas with poor soils and without existing public services are cheaper and in lesser demand.

### **Cost of Construction**

Construction costs make up a large percent of housing costs. Rising energy and labor costs have resulted in proportionate increases in construction costs. With higher costs come higher rents and housing prices and the lower feasibility of building lower income housing. Construction costs in the Santa Clarita Valley are currently between \$65 per square foot to \$75 per square foot. This makes construction costs for a typical house with approximately 2,000 square feet range from \$130,000 to \$150,000.

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### **Environmental Characteristics**

The natural environment influences housing location. The planning area is traversed by the San Gabriel and other earthquake faults, features flood plains, dry brush, and steep slopes which present hazards due to ground rupture, wildfire, landslides, liquefaction, and flooding. These areas are not appropriate for high-density uses and residential development because they risk public safety and welfare. No development should be allowed in identified hazard zones. This limits development on approximately 20 percent of the planning area.

### **Housing Discrimination**

Equal access to housing can be hampered by housing discrimination. There are tenant-landlord problems relating to race or age discrimination, rent and rent increase, eviction, deposits, and other issues which make it difficult for all households to find and keep affordable housing. Redlining by leading institutions and disapproval of loans to poor neighborhoods result in mortgage or rehabilitation loan-deficient areas. It will foster the continued decline of poor neighborhoods.

### **Availability of Public Service and Infrastructure**

Housing must be provided with public services such as roads, water services, sewage disposal, waste disposal, electricity, natural gas, telephone services, schools, parks, and fire and police protection services. The availability of services and infrastructure influences the extent of infrastructure development that projects have to pay for in order to serve a development. Leapfrog development results in the expensive extension of services and facilities to outlying areas and the underutilization of facilities near existing development.

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In Santa Clarita, the availability of sewer and water services depend on the presence of nearby development. Large vacant tracts may be found within and around the city which result in discontinuous service lines or underutilized facilities. Roads have to be built to serve development in outlying areas and most areas do not have storm drainage facilities. Developments far from existing utilities and infrastructure incur higher development costs than average. The estimated costs of privately providing infrastructure and utilities is estimated to be 20 to 200 percent of development costs. This inflates housing prices and reduces affordability. The control of leapfrogging would reduce these costs and keep housing prices within affordable levels.

### Energy Costs and Construction

Energy costs influence construction costs with the use of gas and electricity for the operation of equipment and facilities and in the production of building materials. Thus, rising energy costs increase housing costs.

The conservation of energy has long-term effects on expenses and the availability of the resource for future use. Conservation measures that may be employed during construction include the use of energy-efficient equipment and alternative energy sources. Building orientation, landscaping, floor layout, building materials, glazing, insulation may be designed to take advantage of climate and site characteristics in reducing energy costs during occupancy of the dwelling unit. Attached dwelling units consume less energy due to the decrease in surface area exposed to the elements; doors and windows with southern exposures provide heat gains in winter and less in summer; trees may provide shade summer and not during winter.

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The use of energy to maintain an individual housing unit is a long-term expense that may be reduced by a larger initial cost outlay. By adding extra insulation, passive solar systems and other energy-efficient appliances, the housing cost may be higher in return for eventual energy savings. Higher construction costs may mean higher rents or housing prices which are beyond the affordability of lower income households in the City.

The proximity of schools and commercial and service establishments to residential areas determines travel patterns which may increase gasoline consumption. The City's draft land use plan provides a balance of residential and nonresidential areas within separate areas of Santa Clarita to help provide the required support services and achieve job/housing balance. Likewise, it will lessen commute distances and help save energy resources.

In summary, the local nongovernmental constraints, such as land availability, financing, energy and conservation measures, do not inhibit housing construction and development. This is exemplified by the past few years of abundant housing and commercial construction occurring in the planning area.

### **GOALS, POLICIES, AND PROGRAMS**

The following goals, policies, and programs have been developed to address the City of Santa Clarita's identified housing needs. The goals, policies, and programs represent the efforts of the General Plan Advisory Committee (GPAC), city staff, the Planning Commission, and the City Council to provide for the existing and future housing needs of its residents. These efforts are centered on housing adequacy, the availability of affordable housing, maintenance of the existing stock, equal housing opportunities, removal of constraints to housing development, sensitive development, and energy conservation.



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Related goals and policies in other elements of the General Plan (currently being prepared) will be identified to ensure that consistency with the goals and policies of the draft housing element is achieved.

The law recognizes that housing needs may exceed available resources and the City's ability to satisfy its housing needs. It does not require a City to spend local revenues for the construction of housing, for housing subsidies, or for land acquisition. Santa Clarita intends to explore both private and public funding mechanisms for its housing programs. Appendix A is a list of financing programs and techniques for housing development as found in the Local Official's Guide to Affordable Housing.

### **DEVELOPMENT OF NEW HOUSING**

**GOAL 1:** To provide opportunities for the production of a range of new housing in the planning area to meet the needs of all income groups.

- Policies:**
- 1.1 Implement the land use plan which provides opportunities for the development of a wide variety of new housing types within the City.
  - 1.2 Evaluate development proposals within the unincorporated portions of the planning area to ensure that development is consistent with both the City's and County's land use plan.
  - 1.3 Continue to monitor residential development capacity as provided for under the City and County Land Use Elements to ensure that these plans will enable the planning area to meet the housing needs of the future population of the Santa Clarita Valley.
  - 1.4 Promote the development of compatible mixed use projects in order to create a village concept, with various interacting uses to facilitate the efficient use of facilities and services and to stimulate activity.
  - 1.5 Review and support, as appropriate, programs to increase the supply of housing throughout the region. Give full consideration to the impacts on environmental, market, infrastructure, public services, utilities, human resources, and other factors.

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- 1.6 Develop incentives or other mechanisms to encourage the private sector to provide opportunities for needed quality and creative housing in the City (e.g. loft apartments, commercial/residential mixed uses).

**Programs:** 1.a **Alternative Development Standards**

Use the specific plan process and planned development techniques while considering environmental, market infrastructure and other factors to permit alternative housing design where such projects result in attractive, desirable housing types, including affordable housing.

Status: Upon element adoption.

1.b **Existing Needs Prioritization**

Prioritize housing projects which fulfill the existing needs of the community.

Status: Upon element adoption.

1.c **Specific Plan/Planned Development**

Permit flexible development standards in specific plans and planned developments that encourage housing development which meet the needs of the community. Flexible development standards should allow for clustering, and a variety of site design characteristics as appropriate.

Status: Upon element adoption.

1.d **Specific Plan/Planned Development for Special User Groups**

Consider flexible development standards in specific plans and planned developments that encourage housing development which meet the needs of special users. Partial credit toward public open space requirements should be considered for including child care facilities or when the site design is accessible to the disabled. In order to reduce housing costs, permit shared kitchens, living rooms, second units, and other such facilities set aside for single-parent families or the elderly as appropriate.

Status: March, 1991.

1.e **Manufactured Housing**

Permit manufactured housing on lots located in single-family zones with same development standards as the specific single-family zone.

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### **1.f Mixed Use**

Allow mixed-use developments and ensure that all mixed use (housing-commercial development) plans provide the necessary open space and parking and adequately buffer residents from the adverse impacts of adjacent commercial development.

Status: Ongoing implementation.

### **1.g Infill Loan Program**

Work with banking institutions to offer low interest loans to encourage the development of infill projects.

Status: Begin implementation in 1991-1992 fiscal year.

### **1.h Specialty Housing Zone**

Establish a specialty housing zone which contains provisions for flexible design standards for senior housing. Standards and considerations may include permitting congregate housing and shared housing within the zone and in locations near neighborhood stores, medical offices, and public transportation.

Status: Implement in 1990/1991.

### **1.i Infill Transitional Housing**

Assist agencies serving the homeless to acquire, rehabilitate, and recycle underdeveloped parcels throughout the city. Encourage design standards which accommodate transitional housing needs.

Status: Ongoing implementation.

### **1.j Emergency Housing**

The zoning ordinance should permit the location and operation of emergency shelter in a residential, industrial, or commercial zone with an approved conditional use permit with appropriate timeframes.

Status: Ongoing implementation.

Implementation will be directed by or through the City of Santa Clarita Community Development Department.

## **AVAILABILITY OF LAND FOR RESIDENTIAL DEVELOPMENT.**

**GOAL 2:** To identify adequate housing sites appropriately zoned with development standards, and public services and utilities needed to facilitate residential development.

## *Housing Element*

- Policies:**
- 2.1** Promote methods to enhance the availability of land for residential development within the framework of the land use element, zoning ordinance, and housing element.
  - 2.2** Locate higher density residential development and housing for the elderly in close proximity to public transportation and commercial land uses, and in close proximity to public services and recreational opportunities, and/or target the future provision of such services to accommodate existing or new housing for the elderly.
  - 2.3** Examine the feasibility of providing residential units over the airspace of public and private parking lots to provide other opportunities for affordable housing where this type of development may be appropriate.

- Programs:**
- 2.a Land Use Data Base**  
Develop and implement a computer based land use information and mapping system noting acreage, existing and potential development, and other pertinent information.  
Status: Begin implementation in fiscal year 1992-1993.
  - 2.b Publicly Owned Land**  
Use the land use information system to identify vacant publicly-owned land. Evaluate each parcel's suitability for housing while meeting unmet low and moderate income housing needs and promote appropriate development.  
Status: Begin implementation in fiscal year 1992-1993.
  - 2.c Periodic Review**  
Periodically the City should review and revise planning, zoning, and development regulations to ensure an adequate supply for a variety of housing types and programs.  
Status: Ongoing implementation.
  - 2.d Site Acquisition**  
Utilize grant funding and redevelopment powers and funds, as available, to acquire property for development of affordable housing. Use private developers or nonprofit development corporations to plan, design, construct, and possibly manage the affordable housing units.  
Status: Begin implementation in fiscal year 1993-1994.



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### **2.e Air Rights**

Consider the use of air rights above city owned and other publicly owned land for housing.

Status: Ongoing implementation.

**In addition to these programs, the following programs associated with another housing goal will have impact on this goal:**

### **1.c Specific Plan/Planned Development**

### **1.e Manufactured Housing**

### **1.g Infill Loan Program**

### **1.h Specialty Housing Zone**

### **1.j Emergency Housing**

Implementation will be directed by or through the City of Santa Clarita Community Development Department.

## **AFFORDABLE HOUSING**

**GOAL 3:** To provide sites suitable for a variety of housing types for all income levels and assist in the development and provision of affordable and proportionally priced and sized homes to meet the needs of all community residents, including low and moderate income, large families, handicapped, families with female heads of households, and the elderly.

- Policies:**
- 3.1** Implement the City General Plan land use element which provides opportunities for a range of housing densities and types.
  - 3.2** Periodically review development standards contained in the City's Unified Development ordinance to ensure consistency between the ordinance and the General Plan, including provisions to facilitate affordable housing without diminishing quality.
  - 3.3** Encourage a mix of housing types and densities in new large scale residential developments.
  - 3.4** Establish provisions to allow mobile homes and manufactured housing on residential lots.
  - 3.5** Existing and future infrastructure needs should be addressed in connection with considerations for new development proposals.

## *Housing Element*

- 3.6 Seek development which facilitates the efficient use of infrastructure, contributes to solutions of existing deficiencies, and anticipates and facilitates the orderly provision of future development and infrastructure consistent with this General Plan.
- 3.7 Provide opportunities for the development of adequate housing to provide the City's fair share of low and moderate income households.
- 3.8 Encourage and participate in low and moderate income and senior citizen housing programs financed by other levels of government.
- 3.9 Promote the dispersal of low and moderate income housing throughout the Santa Clarita planning area.
- 3.10 Encourage the development of residential units which are accessible to handicapped persons and adaptable for conversion to use by handicapped persons.
- 3.11 Consider alternative development standards where practical in light of environmental, market, infrastructure and other factors to promote desired housing types and benefits, while also protecting the quality of life in the City.
- 3.12 Encourage the exploration of non-traditional housing models to accommodate affordable housing and/or the need for temporary or transitional shelter for special needs such as for the abused, neglected, divorced, homeless, handicapped, etc.
- 3.13 Encourage the Development of Self-Help Projects Like Habitat for Humanity.

### **Programs:**

#### **3.a Increasing Affordable Programs**

Promote programs such as low cost loans, equity sharing, and deed restrictions that increase the amount of affordable housing and retain housing affordability for successive buyers and renters.

Status: Ongoing implementation.

#### **3.b State and Federal Programs**

Participate in state and federal housing assistance programs such as Section 8. Status: Ongoing implementation.

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### **3.c Rental Rehabilitation Loans and Grants**

Apply for federal funding to establish a program for owners of substandard rental property with 50 percent or more tenants who are eligible lower income households, to enable them to improve their property without raising rents or evicting tenants.

Status: Ongoing implementation.

### **3.d Public Facilities Funding**

Utilize public, redevelopment and other funds to upgrade and construct drainage, sidewalk, street lights, public transit and landscaping improvements.

Status: Ongoing implementation.

### **3.e Density Bonuses**

Provide the state-mandated density bonus of up to 25 percent or other incentives for housing developments with five or more units of which 10 percent of the units are set aside for very low income households or 25 percent are set aside for low income households. Affordable units created in this way should be subject to resale control or rent restrictions.

Status: Ongoing implementation.

### **3.f Tax Free Bonds**

Investigate the feasibility of issuing tax free bonds for housing development in which all units are considered affordable.

Status: Begin implementation in fiscal year 1990-1991.

### **3.g Special Housing Need Fee Subsidization**

Seek Federal and State funds to establish and implement a sliding scale fee subsidization program based on the percentage of units affordable to low and very low income households, the disabled, single-parents, and the elderly. Subsidy may vary with tenure and type of unit provided.

Status: Begin implementation in fiscal year 1992-1993.

### **3.h Special Needs Prioritizing**

Prioritize housing projects which include housing to meet the special needs of the community, such as low or very low income households, the elderly, the single-parent family, the homeless, and the disabled.

Status: Ongoing implementation.

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### **3.i Site Accessibility**

Include provisions for subdivisions to be site accessible to the disabled. Site accessibility includes curb cuts, and consider wider private sidewalks, ramps instead of or in addition to steps, and wider entry doors with level thresholds to permit wheelchair access, especially in special types of housing such as senior or handicapped housing.

Status: Ongoing implementation.

**In addition to these programs, the following programs associated with another housing goal will have impact on this goal:**

- 1.e Manufactured Housing**
- 1.i Infill Transitional Housing**
- 1.j Emergency Housing**
- 2.d Site Acquisition**
- 4.g Self Help Programs**

Implementation will be directed through the City of Santa Clarita Community Development Department.

## **MAINTENANCE OF EXISTING AFFORDABLE HOUSING**

**GOAL 4:** To maintain and improve the condition of the existing housing stock, particularly the affordable portion of the housing stock, where feasible.

- Policies:**
- 4.1** Encourage the upkeep, maintenance, and rehabilitation of existing housing in the City.
  - 4.2** Promote the maintenance of existing affordable housing throughout the City, including dwellings occupied by households utilizing Section 8 programs and other governmental and/or non-profit housing assistance programs.
  - 4.3** Utilize programs, such as Community Development Block Grants, to improve the condition of the existing housing inventory.
  - 4.4** Promote increased awareness among property owners and residents of the importance of property maintenance for long term housing quality.
  - 4.5** Continue to utilize the City's code enforcement program to bring substandard units into compliance with City codes and to improve overall housing conditions.



## *Housing Element*

- 4.6 Enforce the State's Residential Conservation Law which denies state income tax benefits to owners of substandard dwelling units.
- 4.7 Promote residential rehabilitation programs which provide financial and technical assistance to lower income property owners to enable correction of housing deficiencies which could not otherwise be undertaken.
- 4.8 Encourage the retention of existing single-family neighborhoods which are economically and physically sound.
- 4.9 Maintain and enhance the quality of residential neighborhoods.
- 4.10 Support ongoing State programs for manufactured housing and encourage the retention and maintenance of mobile home parks within the City, where consistent with standards for a suitable living environment and compatible with surrounding land uses.
- 4.11 Study the use of, and implement when appropriate, State redevelopment law and other techniques to replace or upgrade blighted housing conditions in the City.

### **Programs: 4.a Property Maintenance Ordinance**

Require by ordinance property owners to consistently maintain their property in a clean, safe, and well kept condition. The ordinance should include reasonable and appropriate warning and enforcement procedures, including the power to issue citations and correct problems and bill the owner later.

Status: Ongoing implementation.

### **4.b Code Enforcement**

Continue to enforce compliance with the city's zoning, fire, health and safety, and building codes. Implement enforcement with code enforcement officers. Status: Ongoing implementation.

### **4.c Rehabilitation Loans**

Work with banking institutions to establish and implement a low-interest loan program for lower income home owners enabling them to make needed home repairs. The program should focus on senior citizens, the disabled, and residents of the revitalization target areas.

Status: Begin implementation in fiscal year 1991-1992.

## *Housing Element*

### **4.d Emergency Repair Grants**

Establish and implement an emergency repair grant program for very low income households, and disabled residents to correct emergency health and safety problems (i.e., leaking roofs, broken hot water heater, heating system repair, broken windows or doors).

Status: Begin implementation in fiscal year 1992-1993, subject to funding availability.

### **4.e Demolition Regulations**

Develop and implement a program which regulates demolition of existing affordable housing for commercial or industrial uses. Such a program may include replacement of existing affordable units or payment of an in lieu fee for the construction of replacement units and provision of relocation assistance to the tenants or other governmental assistance.

Status: Ongoing implementation.

### **4.f Rehabilitation Program Targeting**

Evaluate the targeting of rehabilitation programs to ensure that all areas in need of assistance are being served. Funding can also be targeted for these areas, such funds to be utilized would include the Community Development Block Grant (CDBG).

Status: Begin implementation in fiscal year 1991-1992, subject to funding availability.

### **4.g Self Help Programs**

In addition to loans and grant programs, encourage self help efforts to stretch funding while increasing job training skills.

**In addition to these programs, the following programs associated with another housing goal will have impact on this goal:**

### **3.a Increasing Affordable Programs**

### **3.c Rental Rehabilitation Loans and Grants**

### **3.d Public Facilities Funding**

Implementation will be directed by or through the City of Santa Clarita Community Development Department.

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### **MEETING HOUSING NEEDS**

**GOAL 5:** To address and remove governmental constraints on the maintenance, improvement, and development of housing where appropriate and legally possible.

- Policies:**
- 5.1** Promote reasonable processing time and fees, including consideration of adjustment or waiver of fees to facilitate non-profit affordable housing and other special needs projects.
  - 5.2** Establish target areas for future housing rehabilitation and maintenance programs.
  - 5.3** Encourage alternative forms of home ownership, such as shared equity ownership and limited equity ventures.
  - 5.4** Facilitate the purchase of rental units by existing tenants when/if converted to condominium ownership.
  - 5.5** Encourage the enactment of Federal and State legislation to provide funding for the maintenance and development of affordable housing.
  - 5.6** Allow density bonuses, or other incentives of equivalent financial value, as required by State law, when a new housing development includes an appropriate number of affordable units.

- Programs:**
- 5.a Ordinance, Assessment, and Fee Review**  
The City should review the impact of proposed ordinances, assessments and fees, as appropriate, on housing affordability and availability.  
Status: Ongoing implementation.
  - 5.b Enforcement of Conditions of Approval and Permit Approval**  
The conditions of approval for permits, mitigation measures, and other City authorizations should be implemented with project development, concurrent processing, and monitoring operation.  
Status: Ongoing implementation.
  - 5.c Balance Employment Opportunities with Housing Supply**  
Balance appropriate employment opportunities in the City with the supply of housing to ensure that people who live in the city have a reasonable opportunity to work there and do not have to commute long distances and contribute to regional traffic congestion and air pollution. Investigate programs which balance the employment opportunities with

## *Housing Element*

housing, such as phasing housing development with the development of infrastructure, offices, industrial, commercial and retail uses.

Status: Ongoing implementation.

### **5.d Mobilehome Conversion**

Investigate the possibility of offering financial assistance to permit cooperative mobilehome park ownership by senior citizen, disabled, or lower income mobilehome tenants.

Status: Begin implementation in fiscal year 1990-1991, subject to funding availability.

### **5.e One Stop Permit Processing**

Provide for "one stop" permit processing.

Status: Ongoing implementation.

**In addition to these programs, the following programs associated with another housing goal will have impact on this goal:**

- 1.b Existing Needs Prioritization**
- 1.c Specific Plan/Planned Development**
- 1.e Manufactured Housing**
- 1.g Infill Loan Program**
- 1.h Special Housing Zone**
- 2.d Site Acquisition**
- 3.d Public Facilities Funding**
- 3.e Density Bonuses**
- 3.f Tax Free Bonds**
- 3.g Special Housing Need Fee Subsidization**
- 3.h Special Needs Prioritizing**

Implementation shall be directed by or through the City of Santa Clarita Community Development Department.

## **EQUAL HOUSING OPPORTUNITIES**

**GOAL 6:** To promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, age, physical handicap, or color.

**Policies:** **6.1** Promote safe and secure housing and neighborhoods, and encourage housing design which serves to deter crime.



## *Housing Element*

- 6.2 Cooperate with governmental and nonprofit agencies and citizen groups that monitor housing discrimination complaints and practices.
- 6.3 Affirm a positive action posture which will assure that unrestricted access to housing is available to all segments of the community.
- 6.4 Encourage local private non-profit groups to support and assist the homeless.
- 6.5 Encourage housing design standards that promote accessibility by the elderly and disabled.
- 6.6 Review and prepare recommendations to alleviate the shortages of temporary and/or transitional shelter resources for those people in the city who are without permanent housing.
- 6.7 Permit, subject to reasonable regulation, the location of residential care facilities in residential neighborhoods, as required by State law.

### **Programs:**

#### **6.a Fair Housing Education and Outreach**

Support education, counseling, and legal referral efforts for residents who have experienced discrimination in violation of state and federal fair housing laws. Status: Ongoing implementation.

#### **6.b Public Participation**

Hold at least one widely publicized hearing before amending the city's housing plans (housing element of the General Plan, housing assistance plan, redevelopment set aside strategy).

Status: Ongoing implementation.

#### **6.c Information**

Continue to advertise and conduct public workshops, study sessions, and hearings on housing policy. Advertise housing programs widely and maintain a list of contacts for other agencies providing housing services.

Status: Ongoing implementation.

**In addition to these programs, the following programs associated with another housing goal will have impact on this goal:**

#### **1.i Infill Transitional Housing**

#### **1.j Emergency Housing**

## *Housing Element*

### **3.b State and Federal Programs**

#### **3.i Site Accessibility**

Implementation will be directed by or through the City of Santa Clarita Community Development Department.

## **DEVELOPMENT IN NATURAL RESOURCE AREAS**

**GOAL 7:** To provide new housing opportunities which are sensitive to social, aesthetic, and environmental needs.

**Policies:** 7.1 Restrict housing development in areas containing important natural resources consistent with other goals and policies pertaining to natural resource areas.

7.2 Encourage clustering or grouping of structures within areas containing important natural resources in order to preserve those resources.

7.3 Ensure the variety and visual appeal of residential development through project specific design review.

7.4 Require residential projects situated in mountainous terrain to preserve major ridgelines and other significant environmental features.

7.5 Designate areas of restricted development due to their highly sensitive natural characteristics; such areas include significant ecological areas, mountain ridgelines, and water resources.

**Programs:** 7.a **Site Design Features**  
Implement a revised zoning ordinance should make provisions for a variety of site design features so that sensitive natural areas remain undisturbed.

Status: Concurrent with zoning ordinance adoption.

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### **7.b Development Review**

The development review committee will contribute suggestions to the revised zoning ordinance and will continue to operate and refine criteria for approved residential project characteristics, including standards and guidelines.

Status: Ongoing implementation.

Implementation will be directed by or through the City of Santa Clarita Community Development Department.

## **DEVELOPMENT SENSITIVE TO ENERGY CONSERVATION**

**GOAL 8:** Provide new housing opportunities which are environmentally sensitive and energy efficient.

**Policies:**    **8.1** To the extent feasible, require the incorporation of energy conservation features in the design of all new housing developments and encourage the installation of conservation devices in existing development.

**8.2** Promote water conservation through education, public service announcements, and other similar techniques.

**8.3** Encourage and provide incentives for the installation of energy conservation techniques in new and existing housing.

**Programs:**    **8.a Energy and Water Conservation**  
Programs for energy and water conservation may include cost/benefit analysis of retrofitting of existing housing units, new housing to be plumbed for solar heating, installation of low-flow toilets and faucets, and increased insulation.

Status: June 1991.

**8.b Site Design with Low Water Utilization**  
Encourage site design and landscaping plans which feature drought tolerant, fire resistant, and xeriscape of low water consumptive materials, with irrigation methods that maximize efficiencies.

Status: Upon element adoption.

## *Housing Element*

### **8.c Water Resource Areas**

Water resources and water accumulation areas shall be identified to determine a prioritization for development or protection of drainage channels and natural percolation areas.

Status: June, 1991.

### **8.d Recycling and Composting Areas**

Recycling and composting areas shall be identified, in strategic locations throughout the city, to provide a means for conserving space in landfills and generating the opportunity for greater water and soil conservation.

Implementation will be directed by or through the City of Santa Clarita Community Development Department.

## **SUMMARY OF EXPECTED ACCOMPLISHMENTS**

Santa Clarita's housing programs are expected to provide for the existing and future housing needs of its residents from 1990-1995. While the City's Regional Needs Assessment Allocation goal, prepared by the Southern California Association of Governments, was established soon after incorporation of the City, it represents SCAGs determination of Santa Clarita's "fare share" of affordable housing for the region and is not necessarily a goal which the City of Santa Clarita feels obligated to achieve. Prior to incorporation, the city rate of growth and "pipeline" projects was quite high. As a result, SCAGs RHNA numbers for Santa Clarita were also proportionately high. Since incorporation and the downturn of the economy, the construction of new dwellings has diminished substantially and, therefore, so should the RHNA goal. Santa Clarita is a community with substantial constraints, both environmentally and with respect to infrastructure capacity. Based upon market constraint economics, this element will not impede the construction of the RHNA goal of 6,401 dwelling units.



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Nothing in the identifying housing element goals and policies shall be construed to limit the City's ability to provide housing nor shall the housing goals be perceived to be a mandate. SCAG recommends the construction of 6,401 dwelling units and attempt to ensure that at least 1,562 of these are affordable to lower-income households, or a ratio of 4:1. The unit tenure mix should be 53 percent owner-occupied and 47 percent renter occupied units. In addition, City programs are expected to result in the rehabilitation of the 132 deteriorating housing units and ensure their availability as affordable housing to lower income residents. Several city programs promote the conservation of existing affordable housing, including controls on mobilehome park conversions, and participation in the federal Section 8 rent assistance and housing voucher program. As a result, the city anticipates that fewer than 1 percent of its affordable units will be lost to conversion, and rental assistance will be available to additional households, depending on the availability of HUD monies, increasing the total number of assisted households.



# Community Design Element



City of Santa Clarita





## COMMUNITY DESIGN ELEMENT

### INTRODUCTION

The Community Design Element will serve as a comprehensive guideline for local planners for immediate improvements and long-range developments within the planning area.

This element is a tool for the improvement and maintenance of the visual and aesthetic quality of the City and the planning area by identifying areas of concern as well as areas of exemplary aesthetic value. The Community Design Element will assist in guiding growth of future development in order to achieve the visual integrity of the city and the planning area.

The Community Design Element is not a mandatory element of the General Plan. Section 65303 of the governmental code states that cities and counties may incorporate optional elements to complement those elements required under state law. The number and type of additional issues that may be addressed in these optional elements are left to the discretion of the City preparing and adopting the optional element or elements.

Located in the northern part of Los Angeles County, Santa Clarita is one of the fastest growing cities in Southern California. The Santa Clarita Planning Area contains several distinctive communities, each with its own visual characteristics. Maintaining and enhancing these characteristics, preventing haphazard growth patterns, and preserving the natural environment are issues which are addressed in a community design element of a general plan. The Santa Clarita Community Design Element builds upon and reinforces the basic form established by the Land Use Element. Whereas the Land Use Element is concerned with the type of development that occurs in a given area, the Community Design Element encompasses general physical aspects and amenities of the

## *Community Design Element*

community such as architecture, landscaping, roadways, landmarks, open spaces and views, and the overall image of the City in relationship to its surroundings. This Community Design Element summarizes existing conditions in the City of Santa Clarita in 1990 and summarizes analysis of both design problems and design amenities within the City. Full community design discussion is found in the associated background report.

### **EXISTING CONDITIONS**

#### **VISUAL AND AESTHETIC RESOURCES**

The Angeles National Forest, the Los Padres National Forest, and their ridgelines provide an important visual backdrop for much of the planning area giving definition to the Santa Clarita Valley. The National Forest lands in and adjacent to the planning area are, and will remain, largely undeveloped due to the land's protected status. The transition and interface between new development and adjacent forest lands is of vital importance in preserving the country feel of the Valley.

While the National Forest has specific boundaries that are legally defined, its impact goes beyond its legal limits. The oak woodlands present in the National Forest spill over into many areas of the Valley, continuing the feeling of development placed within a country or rural area. The dominance of the Santa Clara River, traversing the City and Valley, provides a significant opportunity to tie the communities of Santa Clarita together through a river oriented recreational greenbelt. Because of the varied topography of the Valley, there are numerous canyons and waterways which give local identity to particular portions of Santa Clarita. In addition to the Santa Clara River, some of the more significant areas are Bouquet Canyon, Castaic Creek, San Francisquito Canyon, Newhall Creek, Placerita Canyon, Sand Canyon, and the South Fork of the Santa Clara River.

## *Community Design Element*

Major freeways and roadways serve a dual purpose as transportation corridors through the Santa Clarita Valley and as view corridors. The freeways and canyon roads are surrounded by undisturbed mountains, ridgelines, forest land, and new development. Protected oak woodlands line I-5 between McBean Parkway and Valencia Boulevard. Much of the planning area along I-5, SR-14, SR-126, various canyon roads such as Bouquet Canyon Road, San Francisquito Canyon Road, Sand Canyon Road, Placerita Canyon Road, Soledad Canyon Road, and Sierra Highway afford scenic vistas.

### **THE BUILT ENVIRONMENT**

#### **City and Community Gateways**

Gateways to the City are formed naturally and by man. The pass from the Los Angeles Basin along the Interstate is a natural gateway. Two other natural gateways are the north Interstate 5 pass and the northeast State Route 14 pass. Secondary gateways to the Valley are defined through the off ramps from the Interstate and State Route. These are Soledad Canyon Road, Sierra Highway, Magic Mountain Parkway, McBean Parkway, Henry Mayo Drive, Lyons Avenue, San Fernando Road, Placerita Canyon Road, Lake Hughes Road, Calgrove Avenue, Valencia Boulevard, Rye Canyon Road, Sand Canyon Road, Via Princessa, Pico Canyon, Hasley Canyon, and Golden Valley Road.

Little consistency has been established with the development of gateways, primary or secondary. The best examples in the Valley are the treatment of Valencia Boulevard and McBean Parkway exits. The gateways are well marked, the signing is not overpowering, and the landscaping gives a sense and feel of what is to be expected in the community. The gateway gives the visitor and resident alike a feeling of welcome without overstatement. Other gateways within the City are undistinguished in design from those gateways within the unincorporated areas. Views of commercial development, large and

## *Community Design Element*

unattractive commercial signing, and undeveloped and vacant land predominate all other existing gateways.

### **Communities**

The Valley is made up of several distinct communities both within and outside of the City limits. Communities within the City limits include Newhall, Valencia, Saugus, and Canyon Country with subcommunities of Sand Canyon and Placerita Canyon. The communities of Castaic and Val Verde are currently located within the unincorporated portions of the planning area.

#### **Newhall**

Newhall, founded in 1876, is the oldest community in the Valley. Many residents were first attracted to Newhall because of its rural environment and open space. Early rural/ranch style homes built on large lots, located south of Lyons Avenue, reflect the community's sporadic and independent growth. The architecture of the Newhall homes reflect a diversity of architectural styles. The newer homes, on smaller lots, reflect popular design styles from the 1950s to the present.

Residential areas in the subcommunity of Placerita Canyon are semi-rural with an equestrian lifestyle. Oak trees abound and shade Placerita Canyon Road and other streets in this woodland area. Historically, the area contained scattered ranches, some of which remain today. Newer homes include Tudor, Ranch, French Country, Victorian, and other styles on larger lots of one-half acre or greater. Non-paved trails and the natural earthen floodways provide linkage to the trail system. Concrete trails and river channels have been avoided and are inconsistent and out of place in this setting. Rural



## *Community Design Element*

street lighting standards have been maintained which further contribute to the area character.

Much of the early commercial development in the downtown Newhall area occupies single-story older buildings and serves neighborhoods along San Fernando Road. Commercial development along Lyons Avenue, with some exceptions, follows the common style of the 1960s, 1970s, and 1980s and includes numerous small and mid-sized wood and stucco strip centers. Recent attempts have been made to improve the aesthetics of the commercial area by building community shopping centers that incorporate historic elements of the area. Examples of building styles include Spanish buildings with terra cotta tile roofs, a Victorian-style shopping center, and western-theme buildings.

Along the southern end of San Fernando Road are several small, one-story, older neighborhood commercial uses. Further to the north, along San Fernando Road adjoining the railroad tracks, are blighted industrial developments. Many of the industrial and commercial land uses along this strip of road are surrounded by vacant lots overgrown with weeds.

Newhall has developed very much on its own, without regard to any particular architectural style, street development standards, or consistent streetscapes. The area is populated by some street trees and native oaks.

### **Saugus**

Saugus was the second community to develop in the Santa Clarita Valley. Similar to Newhall in its early development, Saugus began as a rural community with large residential lots and open spaces. Many of the older homes are California ranch style.

## **Canyon Country**

Canyon Country is the most eastern community in the City. The area is arid and incorporates much natural vegetation. It incorporates some of the natural vegetation and the architectural style reflects the desert atmosphere. There are a variety of architectural styles and uses along Soledad Canyon Road. Along one section of roadway there is an existing older mobile home park and a new high density Cape Cod style condominium complex located directly to the south. Other new development includes medium sized California ranch style homes and the Santa Fe and Mediterranean-style houses. Ridgeline development is also present.

Along Sierra Highway and south of Soledad Canyon Road there is a mix of single and multiple-family development with some commercial uses. The planned retirement community of Friendly Valley is located west of Sierra Highway protected by gates, with lush landscaping and amenities for its senior residents.

Homes along the northern section of Sierra Highway are generally rural and of very low density. Many of the homes are on custom lots; however, near the Sierra Highway/Soledad Canyon intersection are recent multiple-family developments. Mediterranean and contemporary architectural styles are present. Some development has also encroached onto the hillsides and ridgelines.

The Santa Clara River is a dominant feature in Canyon Country as it parallels large reaches of Soledad Canyon Road. The riverbed provides natural open space and presents a major opportunity for enhancement of the area and the ability to create a greenbelt connecting the community with other areas of the Valley.

### *Community Design Element*

Much of the development in Saugus has moved into the canyon and hill areas in a series of suburban tracts.

Residential land uses along Bouquet Canyon Road and other streets in the area present stark contrasts. Many of the homes back onto Bouquet Canyon Road; homes along the southern portion of the road are on smaller lots, and some are in need of maintenance. Farther north, there are homes which back onto a concrete river channel, with yards visible from the road. The homes found farther up the canyon to the north are newer and larger Spanish and ranch-style homes. New development in this area has moved to the hillsides and is visible along the slope faces and ridgelines.

The Santa Clara River is a dominant feature in Saugus. The riverbed provides natural open space and presents a major opportunity for enhancement of the area and the ability to create a greenbelt connecting the community with other areas of the valley.

Strip commercial and commercial centers prevalent in Saugus along Soledad Canyon Road and Bouquet Canyon Road, consist primarily of stucco and wood and Spanish styles with terra cotta tile roofs. Various other styles are also present; however, the predominant land use of Saugus is single-family residential tract development within Seco, Haskell, and Bouquet Canyons.

The northern part of Saugus is hilly, and much of this area is covered with natural vegetation. In this section of the community, streets are tree-lined. Throughout the area there is a great deal of open and vacant space at the edges of development which has become overgrown with bushes and weeds. There is very little planned landscaping in the commercial areas.

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Commercial development in Canyon Country is similar to Saugus. Soledad Canyon Road provides most of the commercial use in the area in the form of Spanish/Terra Cotta style mini malls, interspersed with older strip commercial development. Commercial activity along Sierra Highway is older, smaller, and neighborhood-based.

The subcommunity of Sand Canyon contains many of the valley's most expensive homes on large lots with a rural and equestrian character. The area, which borders on the Angeles National Forest to the east, contains many floodplains and drainage courses from the San Gabriel Mountains. The low-density area (minimum one and two acre lots) has developed in a manner that is relatively compatible with its natural oak woodland setting. In fact, it is this woodland setting that lends the area such natural beauty and charm. It is the intent of the plan to maintain the natural and rural setting of the Sand Canyon area through the incorporation of unpaved paths and trails to unchannelized river and stream beds, low level rural street lighting standards, protection of the oak woodland resources, and sensitive grading requirements.

### **Valencia**

The community of Valencia is part of the planned 37,500 acre Newhall Ranch. The southern section of Valencia was developed first in the late 1960s and reflects the architectural style of the period. These neighborhoods include the areas along Orchard Village Road, Wiley Canyon Road, and McBean Parkway, which are relatively homogeneous, suburban tract housing. The homes are on medium-sized landscaped lots. The streets were designed and planned for residential uses, and landscaped to create a community atmosphere.

The neighborhoods are connected to each other and to various parks by a pedestrian paseo system, providing a network of meandering paths for walking, jogging, bicycling,



### *Community Design Element*

etc. Pocket parks and private recreation areas are located throughout the Valencia neighborhoods.

New residential development occurs in the hilly section of Valencia north of Newhall Ranch Road. These homes reflect several different modern architectural styles. The neighborhoods are planned with paseos, parks, and other amenities.

Valencia planned and located commercial uses in centers such as those at the intersection of Magic Mountain Parkway and McBean Parkway and scattered smaller centers. These centers incorporate a Spanish and Mediterranean architectural style.

Industrial land use in the area is located in a business/industrial center in the northern section of the area near Rye Canyon Road. The area contains wide streets with generous landscaped setbacks, and one to three stories high.

The major streetscape in Valencia contains landscaped medians, entry monuments, and parking landscaping. Roads are curvilinear and the development creates a park-like neighborhood setting. A system of paseos and lighted walkways provide easy access to homes, schools, shopping, and recreational facilities.

### **STATEMENT OF ISSUES**

The challenge to the City of Santa Clarita is to create a sense of City identity while maintaining each individual community identity. From a physical design standpoint, this can be done through a variety of means, including but not limited to gateways, open space connections, controls on ridgeline development, preservation of significant community features, streetscapes, quality of development design, and a host of other means. Raising the level of beautification of the City will provide the residents a sense

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of place, a sense of pride and belonging, and reinforce identification of the communities and the City as a whole.

### **GATEWAYS AND PARKWAYS**

Gateways within the Valley should reflect the surrounding natural and built environment as much as possible. The gateways to the Valley provide the visitor and resident alike a sense of entry and exit. The gateways should have a visual and design connection to what is to come next. Gateways are the beginning point of a network of parkways along the major roads leading to the Santa Clara Riverbed, parks, commercial, industrial, and residential development. The gateways, along with a system of parkways, will provide the thread that connects the Santa Clarita planning area visually and physically.

Specific design of each gateway should include, at a minimum, signage identifying the City and the community. Landscaping and a variety of approved street trees should be used at the gateway and continued throughout the community. The design of the gateway should be open and inviting with sufficient land area so that vision is not restricted.

Parkways consisting of groundcover, street trees, shrubs and fencing where appropriate, hardscape (rocks and architectural paving), and other items should be located along all of the major roads and along the Interstate and State Routes. Sidewalks in new developments, along major roads, should meander in a landscaped parkway wherever possible. At each of the intersections of the major roads, there should be a secondary gateway with a downscale design from the primary gateways. If this secondary gateway is also an entry to a community, the design may be more elaborate but consistent with the existing or desired character of the community.

## **PEDESTRIAN/EQUESTRIAN/BIKE TRAILS**

A system of planned pedestrian/equestrian/bike trails is needed in order to traverse the Valley. Toward this goal, the City adopted a master plan of trails in early 1989. In Valencia, the use of paseos works well in providing a network of pedestrian access. The Santa Clarita planning area should expand upon the network established in Valencia by taking advantage of the existing easement land within the area, creating a connection of trails for pedestrians, equestrians, and bicyclists connected to major activity centers like parks and commercial centers, where appropriate.

## **LANDSCAPING**

Landscaping along streets is as important as landscaping within developments. All commercial, industrial, and residential development should require substantial amounts of landscaping to soften and enhance the appearance of building, provide shade and reduction of solar heat gain, and to add back amenities to the Valley that have been lost from developments of the past. Specific landscaping standards for street trees along major roads, residential streets, and industrial and commercial streets should be established and implemented. Generally, collector level streets, entry streets, and arterials should be designed with landscaped parkways and street trees immediately back of the curb separating the sidewalk and the pedestrian from the street and providing relief to motorist and pedestrians. For local residential streets, the alternate layout with the sidewalk immediately adjacent to the curb and "parkway" behind the sidewalk is generally acceptable. Minimum sizes for plant material and specifics for drought tolerant plant material should be developed. Maintenance standards for the continued life of existing and planned landscaping should be employed. Consideration of the establishment of landscape maintenance districts through the 1972 Landscaping and

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Lighting Maintenance Act, homeowner or landowner associations, and other mechanisms should be explored.

### **SIGNAGE**

Recognition that signing is for identification of uses and not for the advertisement of products should be established. When signing is provided in this manner, the consumer will be less confused and aesthetics will also be increased. Monument signing for all free-standing signs, with minor exceptions for freeway signing, should be mandatory. Identification of the use, or in the case of a center, the center and a few major uses should be the extent of the copy, otherwise identification moves into advertisement. Signs must be located so that they do not create traffic hazards in terms of visibility, or vehicular hazards. All monument signs must be located within a landscaped area. Continue to prohibit signs which rotate, flash, are formed in the shape of animals, plants, or other objects. To conserve energy, there should be a standard shut-off time for illuminated signs for businesses that do not operate at night.

With respect to community signing, a system of public signing for all major streets should be established. The signing should reflect identification of the City and the community in which it is located.

### **BUFFERS**

Most land uses can be compatible when adjacent uses are taken into consideration in the process of design. In many cases, commercial and industrial uses adjacent to residential development can be made to be compatible when appropriate setbacks, landscaping, walls, and building and parking placement are employed. The same is true for other land uses. In order to create a well planned community there must be a balance of all land



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uses. There must be an appropriate amount of residential, enough commercial to service the residential, and enough industrial and commercial to have a reasonable jobs-to-housing balance throughout the City. The balance of commercial to housing is imperative for fiscal purposes in order that the City be financially viable. If buffers between land uses are planned ahead of time, reductions and/or elimination of land use conflicts are achievable. Buffers can be in the form of setbacks, landscaping, walls, berms or a combination of some or all. Buffers should also be incorporated between development and sensitive environmental areas/habitat such as significant ecological areas and important river and riparian habitats.

### **RIDGELINE PROTECTION**

Ridgelines within the Valley are a significant design feature that should be protected. Development on significant ridgelines should be prohibited or severely limited. Significant ridgelines give the residents the feeling of protection and the country feeling. If these significant ridgelines are permitted to develop, with any intensity at all, this feeling will be lost forever. Major ridgelines should be identified and protected. In conjunction with significant ridgeline protection, consideration shall be given to the creation of a set of criteria to regulate development on the hillsides adjacent to significant ridgelines and other prominent areas within the Valley.

Major criteria for consideration of ridgeline significance should include, but not be limited to, the following:

1. Ridgelines that surround the Valley;
2. Ridgelines that separate the communities;
3. Ridgelines that connect park and trail systems;
4. Ridgelines that can be seen from major corridors; and

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5. Ridgelines that can be seen by a large number of people.

Secondary ridgelines having more localized significance to individual community and neighborhood settings should also be examined, identified, and appropriate standards established for their preservation and/or incorporation into projects as appropriate.

### **GOALS AND POLICIES**

The goals and policies identified herein are a result of many meetings with the General Plan Advisory Committee and are reflective of the opportunities and constraints identified in the Background section of this element.

#### **Protection of Neighborhood Identity**

**GOAL 1:** To protect and preserve the scale and character of existing neighborhoods while providing for new development which is consistent with the goals and policies of the General Plan.

- Policies:**
- 1.1 Maintain or enhance the character of existing neighborhoods with policies and regulations that emphasize compatible architecture and landscaping.
  - 1.2 Ensure that clustering of new development is compatible with the character of the existing surrounding neighborhoods.
  - 1.3 Consider all design elements, including building size, height, mass, and architectural design, in the design review process so that new development does not conflict with the character of the neighborhoods.
  - 1.4 Work with the residents of Placerita and Sand Canyons to develop special standards which reflect the lifestyles and character of these areas.

## *Community Design Element*

### **Design Concepts and Quality for the Community**

**GOAL 2:** To encourage design excellence in the development of all public and private projects in the City.

- Policies:**
- 2.1** Identify important design and aesthetic attributes that contribute to the unique character of the City.
  - 2.2** Provide for residential uses in proximity to business/commercial centers in a manner which promotes the neighborhood/village/town center planning concept and maintains the hierarchy of community centers and the concept of the Valley Center.
  - 2.3** Promote opportunities for greater pedestrian orientation and lifestyles.
  - 2.4** Encourage key gateway design themes to the City's major communities consistent with the overall community image.
  - 2.5** Encourage the establishment of design themes while avoiding monotony within individual developments in the City.
  - 2.6** Prepare and adopt design guidelines for the City and the individual communities that comprise the City.
  - 2.7** Promote opportunities for greater bicycle orientation and lifestyles.
  - 2.8** Develop performance and design standards for buffer areas at the interface between uses.
  - 2.9** Develop concepts and design standards for use by the Design Review Committee in the evaluation of proposed projects.
  - 2.10** Encourage public art as an entry focal point for residential developments.
  - 2.11** Encourage public art as an on-site amenity for large-scale commercial, industrial, and mixed land uses.
  - 2.12** Prepare and adopt ordinances to implement the "art in public places" concept.

## *Community Design Element*

### **Treatment of Commercial Districts**

**GOAL 3:** To promote design excellence in the development of business/commercial centers.

- Policies:**
- 3.1** Improve the appearance and function of business and commercial centers within the planning area through architectural form, landscaping, parking and signage schemes.
  - 3.2** Promote the development of a commercial business and retail City center through appropriate architectural form which encourages a unified theme and strong sense of place.
  - 3.3** Encourage the establishment of mixed use and village commercial centers throughout the planning area and provide opportunities for plazas, urban open spaces, and the effective use of street furniture in downtown areas.
  - 3.4** Encourage design and uses of commercial districts and related housing that add pedestrian orientation and that provide for safe and secure daytime and nighttime activities, i.e., the Newhall historic area and the City center.
  - 3.5** Encourage the provision of on-site employee recreation and open space.
  - 3.6** Encourage the provision of buffering in areas near commercial centers and residential neighborhoods to help separate and delineate business and residential districts and to create visual diversity.
  - 3.7** Discourage the development of small multi-tenant shopping centers which occupy corners or sections of blocks in favor of larger planned commercial and retail developments exhibiting consistent and uniform quality design themes which contribute in a positive way to the area.

### **Historic Buildings and Features**

**GOAL 4:** To continue to preserve and maintain special historical features and landmarks as focal points in the planning area.



### *Community Design Element*

- Policies:**
- 4.1** Identify historical areas and structures of local significance to the Santa Clarita Valley.
  - 4.2** Encourage design measures for new development in historic areas, such as requiring adequate physical and visual buffers between historical areas and other land uses, and the use of compatible or similar construction materials and architectural styles so as not to detract from the integrity of historical features.
  - 4.3** Preserve and maintain historic neighborhoods and reinforce the historic theme by requiring new development to be compatible with existing historic structures and historical points of interest.
  - 4.4** Allow flexibility in applying building codes to buildings of historical and/or architectural significance.
  - 4.5** Permit non-conforming uses, as appropriate, for buildings of historical and/or architectural significance.
  - 4.6** Encourage low level pedestrian scale lighting.
  - 4.7** Encourage the use of historic lighting styles in historical districts to create a special sense of place.

### **Natural Resources Preservation**

**GOAL 5:** To preserve and integrate the prominent and distinctive natural features of the community as open space for the use and visual enjoyment of all City residents.

- Policies:**
- 5.1** Retain designated major landforms, such as ridgelines, natural drainage ways, streams, rivers, valleys, and significant vegetation, especially where these features contribute to the overall community identity.
  - 5.2** Develop guidelines for any development located in view corridors or near prominent/unique landforms.

## *Community Design Element*

- 5.3 Where possible, incorporate attractive natural amenities, such as rock outcroppings, vegetation, streams, and drainage areas, into the development of future projects to protect the environment and provide landscape opportunities, visual interest, scale and/or recreational opportunities.

### **Open Space Areas/Park Design**

**GOAL 6:** To protect and enhance open space areas that provide visual and aesthetic character and identity to the community.

- Policies:**
- 6.1 Establish programs and ordinances that will be effective in providing visual relief and separation between development and parks.
- 6.2 Promote open areas, such as plazas, interior arcades, galleries, rooftop gardens, and scenic viewplaces, within intensive urban developments.
- 6.3 Establish recreational areas for both passive and active activities.
- 6.4 Develop a park classification program (regional, community, neighborhood/local, special use parks) which conforms to community recreation needs and encourages community identity throughout the planning area.
- 6.5 Promote the concept of a network of neighborhood parks and open space areas; where possible integrate neighborhood parks with a larger community-wide system; incorporate jogging and hiking trails, bicycle paths, and equestrian trails links wherever possible.
- 6.6 Promote the preservation and enhancement of open space and recreational uses tied to the Santa Clara River Corridor as identified in the Land Use Element.
- 6.7 Promote visual and physical buffers, where appropriate, by use of easements, roadways, trails, ridgelines, and other features, to delineate various communities in the valley.
- 6.8 To the extent possible, promote the development of equestrian trails in river and stream channels and other open space areas away from urbanization and to connect with trails in the national forest in addition to locations within and adjacent to road easements.

## *Community Design Element*

### **Circulation System Design**

**GOAL 7:** To develop a safe and efficient circulation system that protects and enhances the overall community character.

- Policies:**
- 7.1** Develop design principles for major roadway types which are consistent with roadway function and which address roadway improvements, landscaping, aesthetics, roadway signage, lighting, and pedestrian enhancements.
  - 7.2** Encourage and enhance identifiable entryways for the overall community, individual residential neighborhoods, and unique or principal business/commercial districts of the City.
  - 7.3** Encourage the protection of view windows along major scenic highway and road corridors.
  - 7.4** Roadways in hillside areas should be developed in accordance with special standards to ensure roadway design consistent with topography and sensitive to local relief.
  - 7.5** Except where special rural standards are necessary to maintain the rural characteristics of an area, sidewalks should be provided in all areas; such sidewalks need not always be located adjacent to the street and may meander within landscaped areas, interconnect businesses such as in an industrial park setting and link neighborhoods and services such as the paseo system.
  - 7.6** Encourage the design and development of multi-use trails and pedestrian ways as an alternative transportation mode and to reduce traffic.

### **Signage and Billboards**

**GOAL 8:** To ensure that signage throughout the City is visually attractive and minimizes distraction.

- Policies:**
- 8.1** Enforce the comprehensive sign ordinance which calls for the elimination of non-conforming signs.

### *Community Design Element*

- 8.2 Work with appropriate state, federal, and county agencies to prohibit billboards along freeway frontages and designated scenic highways.
- 8.3 Encourage distinctive signage which identifies principal entries to the City, unique districts, neighborhoods, and public buildings and parks.
- 8.4 Prohibit new billboards in the City and encourage the elimination of existing billboards Citywide.
- 8.5 Prohibit private signs in the right-of-way.

### **Landscape Architecture**

**GOAL 9:** To promote superior landscape design which emphasizes aesthetics, function, and water conservation.

- Policies:**
- 9.1 Encourage landscaping around residential, commercial, and industrial buildings and parking areas to enhance views from roadways and surrounding uses.
  - 9.2 Utilize landscaping techniques to screen incompatible land uses and create transition and buffer zones between conflicting use areas.
  - 9.3 Encourage major landscape themes to provide visual relief in highly urbanized areas.
  - 9.4 Develop landscape themes to accentuate the major public gateways to the City.
  - 9.5 Develop citywide landscape and tree planting guidelines which promote low maintenance, drought-tolerant and fire-resistant species.
  - 9.6 Encourage incorporation of indigenous vegetation and compatible drought tolerant vegetation into landscape themes throughout the planning area.
  - 9.7 Encourage incorporation of indigenous landscape materials such as, native stone, river rock, and Bouquet Canyon Stone into landscape themes.



### *Community Design Element*

- 9.8 Promote sensitive landscape treatment of fuel modification zones between development and open space areas.
- 9.9 Encourage consistent application of materials and vegetation within communities and differentiate between communities.
- 9.10 Promote the establishment of landscape maintenance districts, homeowner association, assessment district, property owners assessment district or other methods to maintain open space and slope areas around residential areas.
- 9.11 Encourage the development of a tree replacement program.

### **Architecture**

**GOAL 10:** To achieve architectural themes and form which promote human scale and provide a comfortable human interaction with buildings.

- Policies:**
- 10.1 Provide design flexibility for urban design and architectural concepts in order to avoid architectural monotony and lack of design innovation.
  - 10.2 Encourage the use of materials that complement adjacent buildings and their surroundings.
  - 10.3 Encourage design solutions that consider physical scale of the area and adjacent buildings.
  - 10.4 Examine potential opportunities for community theme elements within individual residential areas, neighborhood centers, recreation centers, landscaped street medians, and other community facilities.

### **Infrastructure**

**GOAL 11:** To achieve a coordinated and efficient infrastructure system which is visually unobtrusive while designed to meet the current and future needs of the planning area.

## *Community Design Element*

- Policies:**
- 11.1** Encourage placement of transmission power lines and other mechanical equipment underground, where feasible, to maximize safety and minimize visual distraction.
  - 11.2** Require that new electrical, telephone, cable television, mechanical equipment and other distribution lines be placed underground.
  - 11.3** Require that all new onsite connections and utilities are installed underground and prepare and implement an undergrounding program for existing development, where possible.
  - 11.4** Ensure that utilities and connections which are located aboveground do not interfere with or adversely impact access, visibility, appearance, or the character of the structures near which they are located.
  - 11.5** Develop coordinated planning programs to ensure the efficient placement and consolidation of utility facilities within new development.
  - 11.6** Incorporate landscaping, undergrounding, berms, and other techniques and design measures to integrate public facilities, such as water tanks and major water transmission lines, where visible, into the community design.
  - 11.7** Encourage design solutions that reduce impacts/constraints from railroad right-of-ways within the planning area.
  - 11.8** Examine the use of the land under highpower transmission lines for landscaping, tree farms, additional safe recreation areas, and other appropriate feasible uses.
  - 11.9** Encourage single pole transmission towers and cellular poles, and avoid reinforced structural support bases.
  - 11.10** Encourage a community design relative to housing, commercial, and industrial uses that provides convenience and fiscal stability.

**IMPLEMENTATION OF THE COMMUNITY DESIGN ELEMENT**

The City believes in and is committed to the implementation of this plan. Whereas, the goals and policies of the plan establish the general framework for future growth and development, actual realization of the plan can only be accomplished through the specific implementing actions that the City subsequently undertakes.

The primary tools with which the City should undertake to implement the Community Design Element of the plan include:

- Design guidelines
- A comprehensive zoning ordinance, including standards for hillside development and ridgeline preservations
- Architectural review process
- Specific plans
- Special Standards Districts
- Street median and parkway landscaping programs

The City will prepare and adopt an implementation program which will be set forth in a separate document and will not be a part of the General Plan. The implementation program will set forth projects, programs, proposed ordinances, and guidelines for development and will include priorities and schedules for the consideration and adoption of these subsequent actions. The implementation program will be a dynamic document containing specific implementations which will be periodically reviewed and updated to reflect changing conditions, needs, and priorities.





# Economic Development/ Community Revitalization Element



City of Santa Clarita



## ECONOMIC DEVELOPMENT AND COMMUNITY REVITALIZATION ELEMENT

### INTRODUCTION

The Santa Clarita Valley has experienced significant growth in recent years and this growth is expected to continue as both residential and business development proceed. The availability of large amounts of land combined with close proximity to employment centers and economic cycles are major factors affecting the pace and nature of growth. The main issue facing the Santa Clarita Planning Area is not only how to attract economic growth, but how to plan, manage, and direct the type of economic growth that is and will continue to occur in and around the City.

The economic base of the Santa Clarita Valley is tied to that of the Greater Los Angeles area due to economic overspill effects. This is beginning to change as more businesses that are considered to be basic to the Santa Clarita area are being established or are moving in from more congested and expensive areas.

This Element addresses the planning factors which improve or retard the City's ability to meet economic development objectives. These would include such issues as: City identity; aesthetic quality of the City; cost and availability of infrastructure and public services; availability of a wide range of housing types and prices; and availability of supporting commercial such as shopping, hotels, restaurants, and so forth. Also important are the factors over which the City has the most direct control. These would include City environmental and permitting processes, and the fees and exactions that business and employees who reside in the City will be subject to.

## **EMPLOYMENT CHARACTERISTICS**

### **RECENT EMPLOYMENT TRENDS**

As shown in Table ED-1, there were approximately 32,000 employees at work within the City of Santa Clarita in 1988. The number of employees contained within the greater Santa Clarita Valley region was estimated to be 33,600. During the past decade, employment growth has occurred at the rapid annual rate of 6.36 percent throughout the entire Santa Clarita Valley region. Within the City's boundaries, employment growth has occurred at an annual rate of nearly 11 percent. In comparison, employment growth in Los Angeles County has increased 2.9 percent during the same period.

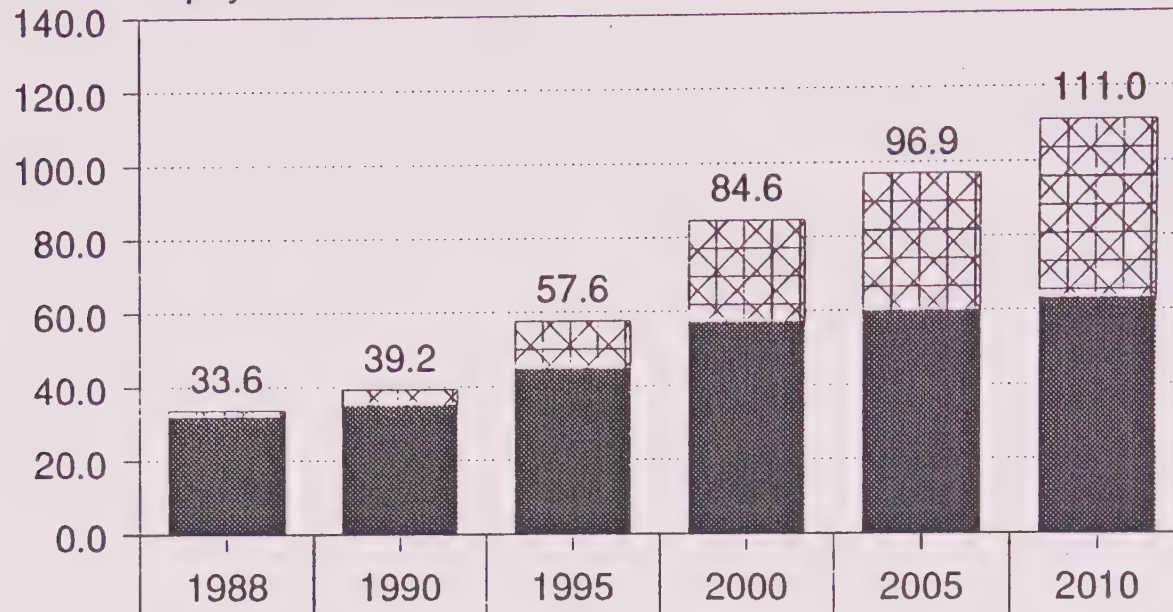
Based upon recent construction activities at commercial and industrial sites, it is reasonable to project a current in-City employment level of roughly 35,077 by mid-1990. This is based upon more recently available calculations of floor space types. It is probable that current total employment in the planning area is about 40,000.

### **PROJECTED EMPLOYMENT TRENDS**


Projected growth in local employment is detailed in Exhibit ED-1. For the purposes of projecting future employment patterns, the present City boundaries of Santa Clarita are assumed to remain as is for the projected time-frame. The larger Santa Clarita Valley area is defined as conforming to the Santa Clarita Valley Regional Statistical Area (RSA) as defined by the Southern California Association of Governments. As Exhibit ED-1 shows, employment is projected to grow at a faster rate in the areas immediately surrounding the City of Santa Clarita. The Year 2010 employment estimate of 111,000 jobs is by the Los Angeles County Department of Regional Planning for the Santa Clarita Valley area. It is based on growth projections for employment in basic industries.



Employment in Thousands



	1988	1990	1995	2000	2005	2010
Santa Clarita Valley	1.8	4.2	12.9	27.6	37.0	48.0
City - Santa Clarita	31.8	35.0	44.7	57.0	59.9	63.0

 City - Santa Clarita
  Santa Clarita Valley

Source: L.A. Regional Planning, ERA

Exhibit ED-1

## Projected Employment Growth



*Santa Clarita General Plan  
City of Santa Clarita*





*Economic Development and Community Revitalization Element*

Economic Research Associates (ERA) projections have been tied to this figure. As is evident from the table and the accompanying exhibit, it is projected that many of the new jobs expected to be created in the region will occur just outside of the City's present jurisdiction. If the pattern of new job formation continues to occur outside of the City boundaries without benefit of annexation, the demand and impacts upon City facilities and services may have serious impacts upon the City's ability to achieve fiscal stability.

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TABLE ED-1

EMPLOYMENT  
SANTA CLARITA VALLEY AND THE CITY OF SANTA CLARITA

	<u>1982</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>
Santa Clarita Valley	23,209	29,881	32,000	33,600
City of Santa Clarita	17,150	28,248	30,247	31,759
Los Angeles County	3,544,400	3,919,400	4,022,900	4,212,900

Compounded Growth Rates (82 - 88)

Santa Clarita Valley	6.36%
City of Santa Clarita	10.8%
Los Angeles County	2.9%

Source: Urban Decision Systems, Inc; 1982 and 1986 County Business Patterns; Market Statistics; Los Angeles County Department of Regional Planning; Economic Development Department, California; Economics Research Associates.

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## *Economic Development and Community Revitalization Element*

Assessment of major subdivision activity within the region indicates that the majority of new commercial and industrial development will occur in the areas northwest of the City along I-5 and near the Lake Castaic Junction in the proposed 14-million square foot Valencia Corporate Center. Hence, while employment gains are expected both within and outside the city, the bulk of projected job growth should occur in those areas which are close enough to take advantage of Santa Clarita, yet located in areas where traffic mitigation and land assemblage is not yet a problem.

### ECONOMIC BASE OF THE CITY

The economic base for the City of Santa Clarita was evaluated on the basis of a zip code analysis for the 1982 and 1986 County Business Patterns for the areas comprising the City of Santa Clarita. This data, based on information collected from unemployment insurance taxes, is examined for the two most recently available periods in order to assess shifts in the local economic base. Table ED-2 presents this data to illustrate employment growth by each of the nine major employment sectors and the various sub-categories of each of these sectors.

In addition, the number of business establishments operating within the area also expanded in the rapidly growing economy. Table ED-2 indicates that in the 4-year period between 1982 and 1986, there was a net gain of 712 new establishments, a growth rate of 62 percent. Based on individual growth rates of each economic sector, it is estimated that there are currently just under 2,300 firms operating within the City.<sup>1</sup>

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<sup>1</sup> Recent State Board of Equalization taxable sales data show an increased number of firms having retail and use tax licenses in the City. In the first quarter of 1989, retail stores numbered 860 and all other outlets number 2,627, totaling 3,487 total outlets.



*Economic Development Community Revitalization Element*

TABLE ED-2

CITY OF SANTA CLARITA  
EMPLOYMENT TRENDS

NUMBER OF EMPLOYEES

	1982		1986		GROWTH	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
AGRIC. SERVICES/FORESTRY/FISHERIES:	57	0.3%	382	1.4%	325	570.2%
MINING:	83	0.5%	196	0.7%	113	136.1%
CONTRACT CONSTRUCTION:						
General Bldg. Contractors:	98		376		278	283.7%
Special Trade Contractors:	436		1,289		853	195.6%
Other:	34		51		17	50.0%
Subtotal:	568	3.3%	1,716	6.1%	1,148	202.1%
MANUFACTURING:						
Food and Kindred Products:	46		10		(36)	-78.3%
Apparel & Other Textile Products:	0		0		0	0.0%
Lumber & Wood Products:	34		32		(2)	-5.9%
Furniture & Fixtures:	34		19		(15)	-44.1%
Printing & Publishing:	100		351		251	251.0%
Chemicals & Allied Products:	558		745		187	33.5%
Petroleum & Coal Products:	306		196		(110)	-35.9%
Primary Metal Industries:	0		2		2	n/a
Fabricated Metal Products:	176		320		144	81.8%
Machinery (except Electrical):	573		3,330		2,757	481.2%
Electric & Electronic Equipment:	362		823		461	127.3%
Transportation Equipment:	228		313		85	37.3%
o Aircraft & Parts:	7		74		67	957.1%
o Guided Missiles, Space Vehicles:	153		158		5	3.3%
Instruments & Related Products:	217		174		(43)	-19.8%
Misc. Manufacturing Industries:	420		248		(172)	-41.0%
Subtotal:	3,054	17.8%	6,563	23.2%	3,509	114.9%
TRANSPORTATION & PUBLIC UTILITIES						
Trucking & Warehousing:	155		293		138	89.0%
Water Transportation:	0		0		0	0.0%
Other:	214		453		239	111.7%
Subtotal:	369	2.2%	746	2.6%	377	102.2%
WHOLESALE TRADE:						
Durable Goods:	281		669		388	138.1%
Nondurable Goods:	74		178		104	140.5%
Subtotal:	355	2.1%	847	3.0%	492	138.6%

## Economic Development Community Revitalization Element

TABLE ED-2

CITY OF SANTA CLARITA  
EMPLOYMENT TRENDS

## NUMBER OF EMPLOYEES

	1982		1986		GROWTH	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
<b>RETAIL TRADE:</b>						
Building Materials/Garden Supplies:	170		241		71	41.8%
General Merchandise Stores:	224		212		(12)	-5.4%
Food Stores:	871		1,336		465	53.4%
Automotive Dealers/Service Stations:	816		1,044		228	27.9%
Apparel & Accessory Stores:	340		349		9	2.6%
Furniture & Home Furnishings/Appliances:	70		206		136	194.3%
Eating & Drinking:	0		786		786	n/a
Other:	2,146		2,663		517	24.1%
Subtotal:	4,637	27.0%	6,837	24.2%	2,200	47.4%
<b>FINANCE, INSURANCE &amp; REAL ESTATE:</b>						
Banking:	98		229		131	133.7%
Savings & Loan Associations:	42		89		47	111.9%
Insurance Agents, Brokers & Services:	78		88		10	12.8%
Real Estate:	222		380		158	71.2%
Other:	76		93		17	22.4%
Subtotal:	516	3.0%	879	3.1%	363	70.3%
<b>SERVICES:</b>						
Hotels & Other Lodging Places:	315		77		(238)	-75.6%
Business Services:	163		844		681	417.8%
Auto Repair, Services, and Garages:	99		192		93	93.9%
Amusement Recreation Services:	2,549		2,963		414	16.2%
Health Services:	663		2,634		1,971	297.3%
o Hospitals:	71		1,962		1,891	2663.4%
Legal Services:	55		68		13	23.6%
Educational Services:	2,518		620		(1,898)	-75.4%
Other:	1,149		1,894		745	64.8%
Subtotal:	7,511	43.8%	9,292	32.9%	1,781	23.7%
Nonclassifiable Establishments:	0	0.0%	790	2.8%	790	n/a
<b>TOTAL</b>	<b>17,150</b>	<b>100.0%</b>	<b>28,248</b>	<b>100.0%</b>	<b>11,098</b>	<b>64.7%</b>

Source: County Business Patterns, Market Statistics, and Economics Research Associates

**TABLE ED-3**  
**CITY OF SANTA CLARITA**  
**TOTAL NUMBER OF BUSINESS ESTABLISHMENTS**

	<u>1982</u>		<u>1986</u>		<u>Growth</u>	
	Number	Percent	Number	Percent	Number	Percent
Agriculture Services/ Forestry/Fisheries	21	1.8	30	1.6	9	42.9
Mining	9	0.8	13	0.7	4	44.4
Contract Construction	106	9.2	194	10.4	88	83.0
Manufacturing	88	7.7	134	7.2	46	52.3
Transportation and Public Utilities	37	3.2	54	2.9	17	45.9
Wholesale Trade	36	3.1	76	4.1	40	111.1
Retail Trade	397	34.6	475	25.6	78	19.6
Finance, Insurance, and Real Estate	84	7.3	118	6.3	34	40.5
Services	369	32.2	548	29.5	179	48.5
Nonclassifiable Establishments	0	0.0	217	11.7	217	N/A
Total	1,147	100.0	1,859	100.0	712	82.1

Source: County Business Patterns, Market Statistics, and Economics Research Associates.

## *Economic Development and Community Revitalization Element*

The City of Santa Clarita experienced significant employment growth between 1982 and 1986. Non-governmental local employment grew by nearly 65 percent or 11,098 jobs during the 4-year period. As Table ED-3 shows, all major industrial categories experienced double-digit growth, many experiencing such tremendous growth that employment has doubled and sometimes tripled in the short 4-year span. Because the City experienced substantial growth within all major economic categories, it is more instructive to look at the growth and decline of the numerous sub-categories of employment.

Table ED-4 illustrates the growth in taxable sale from the second quarter of 1988 to the second quarter of 1989. As shown in the table, this 1-year increase is remarkable. ERA presumes that growth in taxable transactions, except for auto sales, will likely continue in the 15 percent range for the near term, and increase again once the proposed regional mall is opened.

### **RECENT ECONOMIC TRENDS**

#### **Manufacturing Employment**

From the standpoint of absolute net new jobs, the clear employment leader for this period was the manufacturing sector. Santa Clarita experienced a 115 percent growth or 3,509 new manufacturing jobs. In 1986, 134 manufacturing firms employed over 6,500 employees. Employment growth which occurred in the manufacturing sector during this period represents 6.5 percent of all manufacturing employment growth that occurred within the Los Angeles County region. While this overall sector grew in Santa Clarita, not every category of manufacturing employment experienced this same phenomenon. A number of resource-based manufacturing operations have declined in employment in



*Economic Development and Community Revitalization Element*

the planning area as portions of the land sites have transitioned to more intensive urban uses, and as resource use lands (agriculture and oil extraction) have also transitioned.

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**TABLE ED-4**  
**GROWTH IN TAXABLE SALES**  
**(in thousands of dollars)**

	Second Quarter <u>1988</u>	Second Quarter <u>1989</u>	Percent <u>Change</u>
Apparel Stores	3,916	6,219	+59
General Merchandise	9,999	15,522	+55
Drug Stores	3,410	4,879	+43
Food Stores	13,675	16,536	+21
Liquor Stores	1,131	1,607	+42
Eating and Drinking Places	17,531	19,653	+12
Home Furnishings/Appliances	5,590	6,644	+19
Building Materials	5,245	11,493	+119
Auto Dealers/Supplies	38,033	62,622	+65
Service Stations	13,526	18,228	+35
Other Retail Stores	<u>16,448</u>	<u>19,586</u>	+19
Store Totals	128,504	182,949	+42
Other Outlets	<u>31,392</u>	<u>38,760</u>	+23
Totals	159,896	221,709	+37

Source: California State Board of Equalization and Economics Research Associates.

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### *Economic Development and Community Revitalization Element*

Food and kindred products, lumber and wood products, furniture and fixtures, petroleum and coal products, instruments and related products, and miscellaneous manufacturing products all suffered significant employment losses. Petroleum and coal products alone lost enough of its employment base to drop from its 1982 share of 10 percent of all area manufacturing employment to under 3 percent in 1986.

On the positive side, printing and publishing employment expanded by 251 percent, chemicals and allied products added 187 new jobs (33.5 percent growth), fabricated metal products added 144 new jobs and aircraft, and part manufacturing made a gain of 67 jobs. The largest gains, however, were in the equipment manufacturing category. Machinery (except electrical) and electric and electronic machinery grew by 2,757 jobs and 461 jobs, respectively.

#### **Trade Employment (Retail and Wholesale)**

Employment in trade, both wholesale and retail operations, expanded substantially during the early to mid-1980s. Wholesale trade employment, both in durable and non-durable goods grew by 138 percent during this period and increased its share of the local labor market from 2 percent in 1982 to 3 percent in 1986.

In retail trade operations, employment contracted only in general merchandise stores and remained stable in apparel and accessories operations. Overall, retail employment grew by nearly 50 percent or 2,200 net new jobs between 1982 and 1986. Overall, 2.7 percent of total retail employment growth within the Los Angeles County region during this period was represented by the City of Santa Clarita. The most significant gains were in furniture and home furnishings/appliances (194 percent growth) and food stores (53 percent growth).

**Service Employment Including F.I.R.E.**

Service employment in finance, insurance and real estate (F.I.R.E.) grew by 70 percent during the 4-year period. In absolute numbers, this totaled to only 363 net new jobs, however, this is still significant for a sector where growth tends to lag somewhat behind growth in the basic economic sectors (manufacturing, wholesale trade, non-local serving service industries, etc.). It is anticipated that employment in F.I.R.E. businesses will begin to accelerate more rapidly as the local population grows.

**EMPLOYMENT DIVERSIFICATION**

Table ED-5 indicates that in most sectors, Santa Clarita is economically well balanced based on the limited historic data available. The large share of employment in services can be tempered somewhat by removing employment in the amusement/recreation services category due to its role as a basic industry in the Santa Clarita Valley economy. This employment is chiefly situated at the Magic Mountain Amusement Park and should not be considered as a local-serving service industry as it brings in a substantial amount of its revenue from customers outside of the Santa Clarita Valley. The employment at Magic Mountain is estimated to be roughly 350± permanent personnel and 1,500 to 2,500 part-time individuals (engaged in weekend and seasonal employment). Magic Mountain annually attracts roughly 3.1 million patrons. When these figures are separated from the services total, the service sector, which includes F.I.R.E., is reduced to 32 percent in 1982 and 26 percent in 1986.

TABLE ED-5

PROFILE OF SANTA CLARITA EMPLOYMENT DIVERSITY

<u>Employment Sector</u>	Diversified Profile <u>Percent</u>	<u>Santa Clarita</u>	
		<u>1982 Percent</u>	<u>1986 Percent</u>
Manufacturing	20-25	18	23
Construction	3-6	3	6
Transportation/Public Utilities	4-7	2	3
Wholesale Trade	5-8	2	3
Retail Trade	15-17	27	24
Services	22-28	43	33
Government	10-13	N/A	N/A

N/A = information not available.

Source: 1982 and 1986 County Business Patterns, Market Statistics and Economics Research Associates.

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REVENUE GENERATION FOR THE CITY

Examination of sales taxes received by a city from the state provides an indication of the health of the local economy and of local government revenues. In most counties of California, a 6 percent sales tax is assessed on retail purchases by the state, however, in Los Angeles County the sales tax is 6.5 percent. The state returns one cent for every retail dollar spent to the point of sale.



*Economic Development and Community Revitalization Element*

Table ED-6 presents information on the 1988 City of Santa Clarita taxable transactions on retail sales, the only currently available year of recorded sales activity for the City. As indicated, auto dealers and supplies are the largest category, comprising over 24 percent of all taxable transactions for 1988. This is followed by eating and drinking establishments (10 percent), miscellaneous (9.5 percent), service stations (8.2 percent), food stores (8 percent), and general merchandise (6.7 percent). For all other retail categories, none registered greater than 4 percent of all taxable transactions.

Table ED-6 presents 1988 taxable retail sales transactions for Southern California cities.

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**TABLE ED-6**  
**1988 TAXABLE TRANSACTIONS**

	<u>Population</u>	<u>1988 Per Capita Retail Store Taxable Transactions</u>
Moreno Valley	101,289	\$2,354
Palmdale	45,859	4,274
Santa Clarita	115,722	4,423
Agoura Hills	19,410	5,338
Oxnard	128,038	6,064
Lancaster	82,182	7,886
Irvine	100,461	8,622
San Buenaventura	90,826	10,721
Glendale	163,650	8,096
Burbank	93,837	7,314

Source: State Board of Equalization, State Department of Finance, and Economics Research Associates.

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## *Economic Development and Community Revitalization Element*

Per capita retail sales for the City of Santa Clarita in 1988 was approximately \$4,423. The total per capita sales for all taxable transactions in the City of Santa Clarita in 1988 was approximately \$5,520. As a point of comparison, Table ED-6 contrasts Santa Clarita's current per capita level sales with other rapidly growing communities in Southern California. This comparison indicates that there is a good possibility for a significant expansion of retail sales activity within the City area.

### **REVITALIZATION COMPONENT**

This is the revitalization component of the Economic Development Element for the City of Santa Clarita General Plan. This report has been prepared by Economics Research Associates under a subcontract to Michael Brandman Associates as a part of the overall General Plan development program.

Revitalization is defined for purposes of this paper in the broadest sense and can mean the range of economic development stimulative and recovery activities which encompass community business revitalization; industrial area rehabilitation; creation of additional necessary access in order to provide for the recycling of ill-served properties; the creation and implementation of redevelopment projects; and the development of employment stimulation, retention, and skills upgrading activities. Because Santa Clarita is a very large city in terms of territory and topography, it is entirely appropriate that the revitalization component be addressed to a broad scale and identify the multiple areas and corridors which should be the subject of much more finite planning effort following the adoption of the General Plan.

The reason for development of this revitalization component at this time rests in the preceding actions by the City in the recent past. Late in 1989, the City Council created itself as the Redevelopment Agency under state law for the City. Shortly thereafter the

### *Economic Development and Community Revitalization Element*

City circulated a request for qualifications and proposals for redevelopment consulting services. This, however, was somewhat premature in that the City must have a General Plan in place before it can develop and approve a redevelopment project ordinance. Any redevelopment plan ordinance must be found to be in conformance with the General Plan. Economics Research Associates has had as a part of its contract responsibilities the assignment to prepare issues, goals and policies concerning revitalization. These are a specialized subset of the more general economic development issues, goals and policies which have previously been drafted, reviewed with the GPIC, and are now a part of the Draft General Plan.

There are several key focuses which must be kept in mind when defining the revitalization component. These are:

- Revitalization should be seen as a stimulative series of activities to reposition properties and neighborhoods, and to make up the unmet needs of public rights-of-way and public facilities.
- Revitalization and redevelopment, in this context, primarily mean the providing of incentives which should stimulate the recovery and increase of economic activity in areas which have become less competitive or may be somewhat obsolete in the context of the numerous communities and districts of Santa Clarita.
- There is a need to recognize that the creation of new revitalization instruments may be time consuming, and therefore the City and its leadership must take the long-term view when new programs and projects are identified for implementation.
- The City's changing and evolving circumstances during the past two years provide ample indication that Santa Clarita is prepared to embark upon revitalization as a business portion of its economic development programs. The City has created an economic development coordinator position in the Community Development Department. The City has recently agreed to an infrastructure financing partnership with the Valencia Company in order to bring on the much-sought-after regional

## *Economic Development and Community Revitalization Element*

shopping mall in the near-term future. The City has taken care to define revitalization as economic development stimulation and not so much as blight removal or as the potential use of eminent domain as a terrifying unknown.

Any newly incorporated city has a one-time chance to think initially at the very large scale so that it can ensure itself that conceptualization of challenges, needs, and potential opportunities can occur at sufficient scale so that the contemporary and foreseeable oncoming problems across the many land surfaces of the community will be dealt with through the perspective of planning for the 30-year period from 1990 through 2020. Within this context, it is necessary to view the community with "two lenses":

- Which lands, districts, and centers are most susceptible to change, either through decline or through unanticipated reuse?
- Which corridors of infrastructure are most needful of reinvestment in the near term in order to halt the processes of decline or unintended reuses?

As mentioned previously, the City has recently formed a Community Redevelopment Agency. The Agency has adopted a survey area. The next step would be to identify potential projects within that survey area.

## **BACKGROUND ANALYSES AND OBSERVATIONS**

The scale of the existing City of Santa Clarita is very large. It is characterized by a series of hills and long canyon valleys which form an inverted triangle and describe the essential corridors of movement of water, of winds, and of humans and their vehicles. The valley bottoms and the flats are the historical development areas which are at the same time now the locations with the oldest buildings and infrastructure. This is dominantly so and recognizable in the two communities of Newhall and Saugus.



### *Economic Development and Community Revitalization Element*

In more recent times, the interstate highways and state freeways have passed by, primarily on the periphery of the urbanizing community. In one case, that of Highway 14, the freeway pays no attention to the topography and rides the rollercoaster of hill and valley from San Fernando Pass to the Santa Clara River near Sand Canyon. Generally, the freeways and their frontages do not provide an organizing concept for the redevelopment and revitalization strategies which will be necessary for Santa Clarita. This is unlike many other communities which have faced the same tasks of conceptualizing relevant revitalization programs.

The areas in need of revitalization in the City of Santa Clarita are a series of corridors and linked districts, however, and they can best be defined by providing a general listing, as is done below:

- The Southern Pacific Railroad alignment corridor.
- The San Fernando Road retail and services district from Highway 14 to Soledad Canyon. (This corridor is already in serious need of upgrading.)
- The aging Lyons Avenue corridor of retail and services uses.
- The Soledad Canyon Road corridor from Magic Mountain Parkway to Sand Canyon Road, particularly the Honby industrial/commercial area.
- The Santa Clara River channel portions which lie currently within the City.
- The very large Bermite site.
- The old Saugus Rehabilitation Farm site.
- The oil tanks area lying on Placerita Canyon Road near Highway 14.
- Portions of Sierra Highway frontages which lie between Placerita Canyon Road and San Fernando Road.

### *Economic Development and Community Revitalization Element*

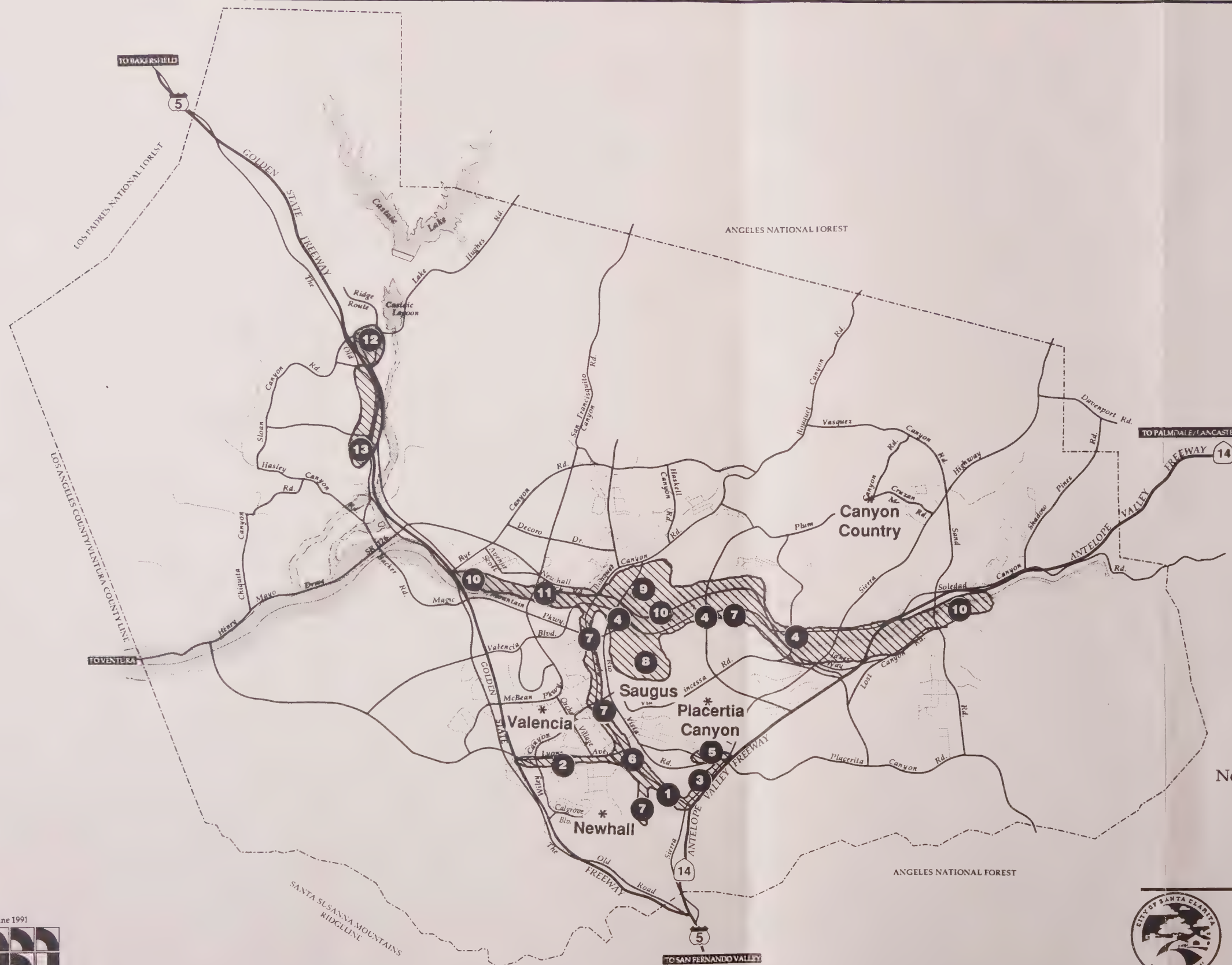
- The East Newhall residential area, including the areas east of Newhall Avenue.
- Val Verde.

Additionally, there are four other areas which lie outside the current City boundaries which deserve revitalization attention. They are:

- The Castaic community center area near Lake Hughes Road on the east side of Highway 5.
- Portions of the Old Road frontage west of I-5 lying between Castaic Junction and Lake Hughes Road.
- Those portions of the Santa Clara River channel which lie adjacent to the City on the east and the west.

In concept, these areas and the manner by which they are linked is shown on Exhibit ED-2, which follows hereafter. Further, the primary issues the consultant team believes exist for each of these areas are shown on Table ED-7, which is an early attempt to identify a methodology for evaluating how more precise plans might be addressed in the near term yet to come.

Prior actions by other jurisdictions preceding the City, as well as recent actions by the City, set a framework for evaluation of revitalization potentials. During the period 1981-1985, the Los Angeles County Community Development Commission planned and carried out a Community Business Revitalization program in the core of old Newhall, along San Fernando Road. That program was a voluntary commercial property revitalization activity which also included investment in themed public right-of-way streetscapes and improvements. The county did not initiate any redevelopment projects in the larger Santa Clarita area, although it had previously done so in Lancaster, which, relatively



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*Santa Clarita General Plan  
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### *Economic Development and Community Revitalization Element*

speaking, has a somewhat similar time term to the original Saugus and Newhall communities. The new City of Santa Clarita formed a Community Redevelopment Agency in 1989 and was initially intending to embark upon a redevelopment project selection process and the pursuit of adoption of a redevelopment plan. It is suggested that the City attempt to resolve issues with any participating taxing jurisdiction prior to redevelopment plan adoption and public hearings. Local taxing jurisdictions are well prepared and quite knowledgeable regarding their ability to require a fiscal review committee to comment on a redevelopment plan, which can be not only time consuming but costly as well.

The financing circumstances which are part and parcel of any appropriate revitalization program the City may select have changed during the past five years and are expected to continue to change quite radically during the current decade. Chief characteristics of these financial and funding circumstances are as follows:

- All American cities have witnessed the decline of federal funds both categorical and as block grants for conduct of revitalization activities.
- At this time, the City of Santa Clarita projects that it may receive roughly \$237,000 per year in community development block grants, a value which has been declining over the years and which is likely to continue to decline.
- There is far more and growing dependence upon the use of tax-increment financing for redevelopment projects.
- In the year ending June 30, 1989, some \$936 million of tax increments were utilized by redevelopment agencies in the State of California. Those tax increments now represent more than 57 percent of total annual revenues which flow to redevelopment agencies for their many and quite expensive revitalization activities. In Los Angeles County alone, some \$316 million were allocated to more than 221 projects in 61 of the 86 cities in the county. In other words, Los Angeles County accounts for 34 percent of all tax increments paid over in the state. The City should note

## *Economic Development and Community Revitalization Element*

that the County of Los Angeles itself operates a number of modestly successful redevelopment projects and is likely to require its fair share of tax increment monies.

- The 1986 Federal Tax Reform Act, which became effective four years ago on January 1, 1987, has fundamentally changed the way in which we use tax-exempt bond proceeds to finance redevelopment activities. We have shifted back to the funding of public infrastructure in redevelopment projects as the primary use for such tax-exempt bond proceeds, and at the same time have shifted away from direct subsidies to private developments because use of such bond proceeds will be illegal. Thus, if redevelopment agencies wish to use bond proceeds to subsidize private projects, those bonds must be especially organized and be offered as taxable instruments.
- During the same time, the State of California Legislature has substantially tightened the requirements which all cities utilizing redevelopment tax increments are required to observe regarding the production of low and moderate income housing in their communities. It is now no longer sufficient to simply find that the proposed redevelopment project will not cause the relocation of substantial numbers of low and moderate income households. It is the burden of proof upon the community to demonstrate that there is no need for low and moderate income housing within the entire community that is the primary focus.
- The tax-increment redevelopment financial technique is far and away the most superior long term and growing financial tool which the City of Santa Clarita does not now possess. There are some complex planning areas which would best be served by the formulation of redevelopment projects.
- During the past six years, with the onset of greater environmental understanding regarding cumulative problems of wastes and toxic leakage, it has become commonplace for landowners, developers, and others to frequently and persistently seek redevelopment agency financial assistance as the convenient money supplier to help with the costly cleanup so that such sites can become certifiably buildable again. Redevelopment should not be reviewed as the "cure-all" for all planning or economic problems. Careful and judicious use of redevelopment funds should be weighed in relationship to the long and short term goals of the City. In many

## *Economic Development and Community Revitalization Element*

instances, a cost-benefit analysis would be appropriate to determine project impacts to the Agency.

- As a rule of thumb, the City of Santa Clarita should expect that it will have roughly the same experience as other Los Angeles County cities in adopting redevelopment projects which require the negotiation of tax-increment splits with all of the other taxing jurisdictions. The City can assume that it will most likely receive the average or mean of all tax increments historically received by similar redevelopment agencies.

Listed below are an appropriate series of issues, goals and policies for embarking upon the more finite strategies which will be necessary for each of the 13 identified locations and corridors which make up the revitalization challenge for Santa Clarita. When considering the possible spectrum of alternative revitalization programs it will be appropriate to approach these choices from the following perspectives:

- Santa Clarita will ultimately have one or more redevelopment projects; the City should plan to create them for operation over the long-term, which means a life span of 25 to 45 years. This is necessary in order to assure all property owners of the likelihood that all properties within a project area will be brought up to the standards defined in the Redevelopment Plan. It is also appropriate to have such a life cycle in order to pay off all bonded indebtedness which may be issued by the Redevelopment Agency. Finally, it will take the first four to seven years before tax-increment flow is substantial enough to really use the funding techniques which are most appropriate for redevelopment agencies.
- Before embarking upon a redevelopment planning program, it is urged that the City hold a number of workshops in order to begin the important educational processes which will make the longer term adoption activities easier for everyone to understand and for all of the processes to be reasonably well discussed.
- For the most part, the use of redevelopment and revitalization techniques in Santa Clarita, as defined in this revitalization component, primarily should deal with nonresidential properties. The Housing Element of the General Plan will describe other issues concerning delivery of housing occupancy opportunities. Therefore, the options described in this



## *Economic Development and Community Revitalization Element*

component deal primarily with business activity retention and assistance in stimulating appropriate changes of property and building occupancies as well as concepts for adaptive use in older centers of the City of Santa Clarita.

### **GOALS AND POLICIES**

The Economic Development Element is not a mandatory element of the General Plan. Section 65303 of the government code states that cities and counties may incorporate optional elements to complement those elements required under state law. The number and type of additional issues that may be addressed in these optional elements are left to the discretion of the city or county preparing and adopting the optional element or elements.

The government code does state that once an optional element has been adopted, the optional element has the same force and authority as the mandatory elements. The optional elements can significantly expand the authority of the local government over a particular issue area that is unique to that particular jurisdiction and not adequately covered in the required elements. The other state requirements that pertain to the mandatory elements, such as internal consistency, apply also to the optional elements as well.

The Economic Development Element for the City of Santa Clarita General Plan is specifically concerned with the identification of a development strategy which will address development potentials that will broaden and stabilize the City's economic base. The



## *Economic Development and Community Revitalization Element*

goals and policies contained in this element have been formulated for the City to augment existing programs whenever possible and provide new policy direction for the City and the planning area.

### **Business and Economic Activity Diversification**

**GOAL 1:** To achieve a balanced mix of manufacturing, commercial, retail, cultural, entertainment, and service uses that result in a diversified, stable, and environmentally sound local economic base.

- Policies:**
- 1.1 Seek to expand City's economic base by planned annexation program.
  - 1.2 Determine a desirable business diversification profile for the City of Santa Clarita.
  - 1.3 Develop standards to allow for multiple economic activities in business and industrial park areas.
  - 1.4 Encourage business opportunities in the eastern portion of the planning area, in addition to known new commercial and industrial centers along Interstate 5, and especially in the community of Canyon Country and in proximity to SR-14.
  - 1.5 Assist in the development and promotion of amusement, entertainment, filming, and the arts as a theme for the Planning Area to create a positive identity and enhance tourist and business opportunities to bring revenues to the City.
  - 1.6 Annually or biannually prepare a Santa Clarita Valley labor market profile for purposes of recruiting firms.
  - 1.7 Work together with local educational institutions, employers, real estate developers, and others to anticipate changes occurring in employment demands in the City, and together with these groups, promote job training, skill enhancement, and educational excellence.

### *Economic Development and Community Revitalization Element*

- 1.8 Assess periodically those social, economic, political and other forces which are affecting the City's competitive position in the region and, where possible, develop policies and programs in response to those forces to enhance the City's competitive position.
- 1.9 Actively pursue hotel and major business development Citywide.
- 1.10 Monitor and assess the City fiscal position relative to the land use mix and any changes associated with the land use mix.
- 1.11 Promote development of a historical district which would include special lighting standards, restaurants, specialty shops, and encourage tourism.

### **Growth Guidance**

**GOAL 2:** To ensure adequate infrastructure and economic base support, the City should seek to stimulate simultaneous development of businesses and housing occurring within its boundaries and within the planning area.

- Policies:**
- 2.1 Monitor on an on-going basis (annually) the extent and location of development and changes occurring within the planning area in order to measure the degree to which needed balance between land uses allocated in the General Plan is maintained.
  - 2.2 Routinely define and promote the City's expectations for balanced development of housing, retail, office, industrial, and other nonresidential land uses in concert with City marketing efforts.
  - 2.3 Assess job/housing balance targets from time to time, in order to move the City toward its defined goals.
  - 2.4 Seek a Memorandum of Understanding, or other cooperative effort with the County of Los Angeles, regarding allocations of approvals of development on the City's periphery and in the planning area.
  - 2.5 Coordinate the timing of development with the phased provision of local infrastructure including:

*Economic Development and Community Revitalization Element*

- Arterial roadway development
  - Wastewater treatment capacity, plants, and expansion
  - Water supply districts and extensions
  - County roadway/bridge assessment districts
  - Allocations of utility/pipeline/communications franchises within the planning area
  - Adequate school facilities
  - Fire station facilities
  - Parks and trails
  - Public facilities
- 2.6 Work with Los Angeles County to promote City standards of development and services within developments in the Santa Clarita Planning Area.
- 2.7 Seek a City Sphere of Influence consistent with the planning area of this General Plan.
- 2.8 Assist in planning for the need to balance City environmental and permit processes with the objectives of economic development.
- 2.9 Develop a Public Financing Plan for the General Plan which balances funding from all sources to meet City goals and policies. Include Federal, State and Local Funds, grants, fees, exactions, and special financing techniques.
- 2.10 Ensure that the City explores the maximum use of funding sources, federal, state and local sources which reduce dependency upon fees and exactions.
- 2.11 Encourage clean, non-polluting industries to develop in the City.

## *Economic Development and Community Revitalization Element*

### **Economic Development Organization**

**GOAL 3:** Consider the establishment of public/private bodies that will facilitate the implementation of the economic development policies of the General Plan.

**Policies:** 3.1 Explore the feasibility of creating City Council-controlled specific purpose entities such as:

- An economic development corporation and/or agency
- An industrial development corporation
- A redevelopment agency
- Visitor and convention bureau
- A public/private partnership

3.2 Conduct an extensive public outreach program on growth management, inclusive of cooperation and coordination with homeowner groups, Chambers of Commerce, Santa Clarita Valley organizations, agencies, school districts, water, sanitation, and road districts, cities and counties etc.

3.3 Establish a Public Facilities Funding Corporation to provide for:

- Issuance of debt by the City
- Review and/or approval of issuance by developer of debt for public facilities
- Packaging of debt issuances with other jurisdictions

3.4 Explore the possibility of a small business incubator program and other programs to enhance small businesses.

3.5 Promote financial assistance and cooperation (where practical) to continue support of film making, film liaison activities, tourism, and business relocation/ development opportunities in Santa Clarita.



**Provision and Financing of Infrastructure**

**GOAL 4:** To serve existing and new economic growth, the City should pursue timely and equitable strategies to provide financing of basic, community, and public safety infrastructure.

- Policies:**
- 4.1** Actively solicit increased funding and local priorities agreements with Caltrans to provide on-going freeway facility expansion and maintenance.
  - 4.2** Work in support of local school districts to determine additional methods of providing local capital for school district facilities development, rehabilitation, and maintenance.
  - 4.3** Establish priorities for long-term debt financing and the repayment of infrastructure debt.
  - 4.4** Identify, and where appropriate, establish enterprise funding methods for public infrastructure in order to provide self-sufficient service operations, maintenance costs, and debt retirement.
  - 4.5** Consider the creation of various financing mechanisms which provide sustained support for economic development ventures, such as:
    - Redevelopment tax increment
    - Business Improvement Districts for business promotion
    - Benefit Assessment Districts
    - Sales Tax Increment Districts
  - 4.6** Consider financial impacts in connection with the provision and ongoing maintenance of public services and infrastructure.
  - 4.7** Develop a fiscal impact model to assist the City in evaluation of the municipal revenues and costs associated with provision of public services, infrastructure, and maintenance.
  - 4.8** Actively participate in all freeway and highway projects and agency jurisdictions that impact the City of Santa Clarita.

### *Economic Development and Community Revitalization Element*

- 4.9 Encourage the County to have the same level of fees and services as in the City.
- 4.10 Pursue mass transit funding.

### **Fiscal Balance**

**GOAL 5:** To ensure the City's present and future fiscal balance of municipal revenues and expenditures is maintained.

- Policies:**
- 5.1 Seek a mixture of land uses, and the progressive and concurrent development of such uses, so that service costs are provided for in the municipal budget, the General Fund, Capital Improvement Program, Enterprise Funds, and other financing mechanisms.
  - 5.2 Require new public and/or private developments to demonstrate the ways in which they can contribute to the achievement of municipal fiscal balance.
  - 5.3 Develop a method that allows the City to impose on new development a requirement to pay for infrastructure as development occurs (i.e., development impact fees).
  - 5.4 Developers should provide fiscal impact analysis and pro forma information to the City on development projects.

### **City Marketing**

**GOAL 6:** To market and promote the City's available resources as necessary to encourage further expansion of its economic base.

- Policies:**
- 6.1 Consider the establishment of an economic development office to develop a program to enhance the economic base of the City.
  - 6.2 Cooperate with Chambers of Commerce and revenue source agencies to develop and enhance the economic base of the City.
  - 6.3 Foster enterprise stimulation by providing current City statistics and brochures to prospective businesses.

### *Economic Development and Community Revitalization Element*

- 6.4 Be proactive in stimulating and attracting new business to locate in Santa Clarita.
- 6.5 Develop and implement a comprehensive marketing plan which strongly focuses on community wants and needs.
- 6.6 Attract the development of community and regional serving retail and commercial services, promote the City as a retail and service center and capture sales tax revenues currently being lost to other communities.

### **Revitalization**

**GOAL 7:** To promote revitalization for the City's long-term economic stability.

- Policies:**
- 7.1 Determine specifically which areas of the City require further revitalization or initiation of new revitalization or redevelopment efforts.
  - 7.2 Determine which areas of the City contain obsolete uses, have potential for use if infrastructure is provided, or are likely to experience cessation of use in the next decade.
  - 7.3 Determine which major rights-of-way are likely to change in character in the near future, and the degree to which right-of-way improvements can stimulate adjacent private land assembly and re-use.
  - 7.4 Encourage landowners to redevelop properties in a manner which is beneficial to the community.
  - 7.5 Stress the need to revitalize and upgrade the San Fernando Road corridor as part of a comprehensive revitalization effort.
  - 7.6 Encourage assembly of properties to promote revitalization.

## *Economic Development and Community Revitalization Element*

### **Identify Revitalization Needs Areas Comprehensively**

**GOAL 8:** Identify programs, plans and mechanisms necessary to implement a Redevelopment/Revitalization Program.

- Policies:**
- 8.1** Describe the Scale, Type, and "Units of Improvement" Necessary in Each Potential Revitalization Need Area.
  - 8.2** Design Revitalization Delivery Programs (Techniques, Authorities, Funding, Partnership Requirements) which have clear targets, understandable mechanisms, and workable incentives.
  - 8.3** Adopt a Plan for Each Revitalization Program and Project Area.
  - 8.4** Set obvious frameworks for carrying out revitalization and redevelopment implementation.

### **Long Range Financial Planning**

**GOAL 9:** To prepare a long-range financial plan which would contain both an operating and capital plan and be updated on a regular basis.

- Policies:**
- 9.1** Strive to make the Fiscal Planning System operational and useful in entitlement decisions no later than 1992.
  - 9.2** Formally adopt an annual long-range financial plan.

### **IMPLEMENTATION OF THE ECONOMIC DEVELOPMENT AND COMMUNITY REVITALIZATION ELEMENT**

The City believes in and is committed to the implementation of this plan. Whereas the goals and policies of the plan establish the general framework for future growth and development, actual realization of the plan can only be accomplished through the specific implementing actions that the City subsequently undertakes.



### *Economic Development and Community Revitalization Element*

The primary tools with which the City should undertake to implement the Economic Development and Community Revitalization Element of the plan include:

- A comprehensive marketing plan
- Specific plans
- Development agreements
- Annexation
- Redevelopment and revitalization programs
- Industrial Development Bonds

The City will prepare and adopt an implementation program which will be set forth in a separate document and will not be a part of the General Plan. The implementation program will set forth projects, programs, proposed ordinances, and guidelines for development and will include priorities and schedules for the consideration and adoption of these subsequent actions. The implementation program will be a dynamic document containing specific implementations which will be periodically reviewed and updated to reflect changing conditions, needs, and priorities.



# Infrastructure and Community Services

## *Chapter 2*



City of Santa Clarita





# Circulation Element



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# City of Santa Clarita



## CIRCULATION ELEMENT

### INTRODUCTION

The Circulation Element of the General Plan is a comprehensive plan for vehicular and non-vehicular circulation and transportation within the City of Santa Clarita and its "Planning Area." The Circulation Element of the General Plan is required by Government Code Section No. 65302(b), which dictates that "the General Plan shall have a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the General Plan." These subjects are all contained within this element with the exception of public utilities and facilities. These subjects are fully addressed in the City's optional element, the Public Services, Facilities and Utilities Element and are hereby incorporated by reference in the Circulation Element for consistency purposes

### **Role Of The Circulation Element**

It is the intent of the Circulation Element to identify major circulation and transportation resources within and adjacent to the City of Santa Clarita, address potential issues and present a plan to meet and accommodate present and projected circulation and transportation needs. Additionally, it is the intent of the circulation element to provide the City with the mechanism necessary to plan, develop and enhance the City's vehicular and non-vehicular circulation and transportation resources, all in close correlation with the Land Use Element.

The Circulation Element is one of the major elements of the General Plan which is directly responsible for the physical development patterns occurring within and adjacent to the City of Santa Clarita. The needs and capacity of the City's intersection and

### *Circulation Element*

roadway system, along with other facilities, are governed by the type, density and location of the various existing and proposed land uses within the planning area. Due to the physical location of the City within the Valley, the intersection and roadway system is further subjected to a substantial amount of regional cross traffic. Consequently, mechanisms for the maximization of existing and projected intersection and roadway capacities, alternative transportation modes, alternative work programs (i.e., staggered work hours) and the approval and placement of alternative land uses must be investigated for their potential impacts in the planning area.

For General Plan purposes, the overall circulation system has been examined at the "macro" level to verify that projected future traffic volumes can be accommodated. Existing and new roadway corridors would carry this traffic. The Circulation Element system identified in the proposed master plan of arterial highways is a projection of long-term circulation needs to accommodate full development of the land uses identified in this Plan. It is anticipated that the City's capital improvement program and other implementation programs will address the short-term circulation needs.

Specific alignment and configuration studies for new and improved roadways are not a part of the General Plan level of analysis. Detailed corridor, alignment and improvement studies will follow the General Plan. These subsequent detailed studies will consider a variety of alternatives to achieve the general objectives of the Plan and will take into account constraints or impediments to specific alignments and improvements not considered at the General Plan level. Such impediments or constraints should include, but not be limited to, topography, ridgelines, oak trees and other impacts to significant vegetation, floodways, existing or future gated roads and communities, visual impacts, neighborhood impact and sentiment, previous construction, costs, and other considerations.



### *Circulation Element*

The City's Circulation Element identifies and regulates a hierarchy of transportation corridors with specific development standards prescribed for each classification of roadway. The element also identifies and regulates other transportation facilities and issues including, but not limited to, intersections, bikeways, equestrian trails, truck routes, railways, parking, transit operations, and pedestrian activities. The Circulation Element is often reviewed and utilized to determine how planning and development activities outside of and within the City's boundaries may affect circulation and transportation conditions.

The projected land uses themselves are also governed by the ability to provide an adequate circulation system to accommodate new development. In the event that adequate access and circulation cannot be provided or properly mitigated due to constraints, impediments or timing delays, proposed development as designated in this Plan may need to be correspondingly impeded, delayed or modified.

The element also identifies daily and peak travel demands on key arterial roadways and presents potential mitigation measures necessary to ensure that roadways and intersections within the City will be able to accommodate present and future traffic demands. In addition, potential impacts relative to existing conditions or regional traffic patterns are identified and appropriate strategies are proposed to mitigate these potential impacts. These mitigating strategies are further supported by the element's goals and objectives.

### **DEVELOPMENT OF THE CIRCULATION ELEMENT**

The City's Circulation Element has been prepared in close correlation with the Land Use Element using a state-of-the-art computerized traffic model specifically designed for the planning area. This travel demand forecasting model is based upon the widely used

### *Circulation Element*

TRANPLAN modelling software. The modelling process produces results which include levels of service, volume to capacity ratios, average daily traffic on the basis of a 24-hour period, and the most likely routes to a destination. The base traffic model was validated against actual traffic counts to assure an accurate model calibration prior to inputting the future land use traffic generation of the plan.

The model assumes a total trip generation based on the build-out of the General Plan Land Use Element. Residential uses have been assumed to be at the mid-range density with a further deduction factor of 25% in hillside areas to account for hillside constraints. Commercial land uses have also been reduced by a factor of 50% to reflect the reasonable net usable acreage which can be developed. Finally, business park uses were assumed to contain the following distribution of uses: 40% industrial; 30% research and development; 20% office; and 10% business park.

Numerous tests were conducted in an iterative process to accurately calibrate and validate the model and achieve reasonable balance between the land use plan and the circulation network. During this process, a future circulation network was developed to accommodate anticipated and projected traffic demands and proposed land uses/densities. This network was then further refined to be consistent with circulation network capacities. Additional fine tuning was also performed, including minor speed, capacity and distribution adjustments. The iterative model runs and analyses were continued until it was felt that all reasonable capacity improvements were examined and the overall operation of the system checked and accepted for the proposed build-out conditions of the General Plan land use. This planned circulation system for the City of Santa Clarita Circulation Plan (Exhibit C-3) is projected to operate well within acceptable levels of service. A full explanation of the modelling effort is contained in the appendix to the Background Report on Circulation.

## **ORGANIZATION OF THE CIRCULATION ELEMENT**

The Circulation Element is organized by first providing a description of the City's existing circulation and transportation system conditions. The Statement of Issues Section provides issues and a brief analysis of these conditions and presents potential impacts and constraints. The Goals and Policies Section of the element responds to the potential impacts and constraints by providing direction by which the circulation element plan may be implemented. Following the goals and policies is the Circulation Element Plan which describes the City's overall present and future circulation system. The Projected Conditions Section presents the projected traffic conditions for the City and the general planning area. Finally, the Circulation Plan and Implementation Plan Sections present specific proposals and actions for the implementation and success of the circulation plan.

## **EXISTING CONDITIONS**

The City of Santa Clarita is located in the northern portion of the County of Los Angeles and is served by an existing network of roadways and intersections. Situated just north of the San Fernando Valley, access to Santa Clarita is limited to two primary freeway corridors: Interstate 5 (I-5) and State Route 14 (SR-14). Interstate 5 delineates the western boundary of the City, while SR-14 generally lies along the southeastern boundary of the City. Although Interstate 5 provides an important link between the southern and northern portions of California, it also serves as a vital link for commuter traffic between the cities of Santa Clarita and Los Angeles. SR-14 is also utilized by a substantial amount of commuter traffic and provides a regional link between the Los Angeles basin area and the high desert communities of Palmdale and Lancaster.

## **REGIONAL FACILITIES**

The two regional freeway facilities which service the City accommodate significant commuter traffic volumes as well as provide regional access to the general Santa Clarita area. Interstate 5 traverses the general area in a north/south direction along the western boundary of the City and is delineated with eight (8) travel lanes. In the Santa Clarita area, 1990 daily volumes range from 127,000 vehicles per day just north of SR-14 to 72,000 vehicles per day near the Lake Castaic area. SR-14 traverses the City in a northeasterly direction and accommodates between 4 and 10 travel lanes. In the Santa Clarita area, daily traffic volumes range from 121,000 vehicles per day just east of Interstate 5 to 73,000 vehicles per day in the Agua Dulce area.

Limited secondary regional access is provided to motorists in the western portion of the planning area via State Route 126 (SR-126). SR-126 traverses the western portion of the planning area in an east/west direction and currently extends from the City of Ventura at the Pacific Ocean to the Interstate 5/SR-126 interchange. A Route Concept Report for SR-126 is currently under consideration by Caltrans (District 7) which may extend the limits of SR-126 to SR-14 on the east and connect to portions of SR-126 which currently exist in Ventura County. The existing "old" SR-126 route is located along portions of San Fernando Road and Magic Mountain Parkway running northwest/southeast between Interstate 5 and SR-14.

## **ARTERIAL STREET SYSTEM**

The existing circulation system for the planning area is the transportation backbone of the internal and through traffic circulation network. This system consists of five roadway types which include major highways, secondary highways, limited secondary highways, collector and local streets. The major and secondary highways provide through access



### *Circulation Element*

to large volumes of traffic between major activity locations and generators while direct and indirect access into residential and community areas is provided from limited secondaries, collector and local streets.

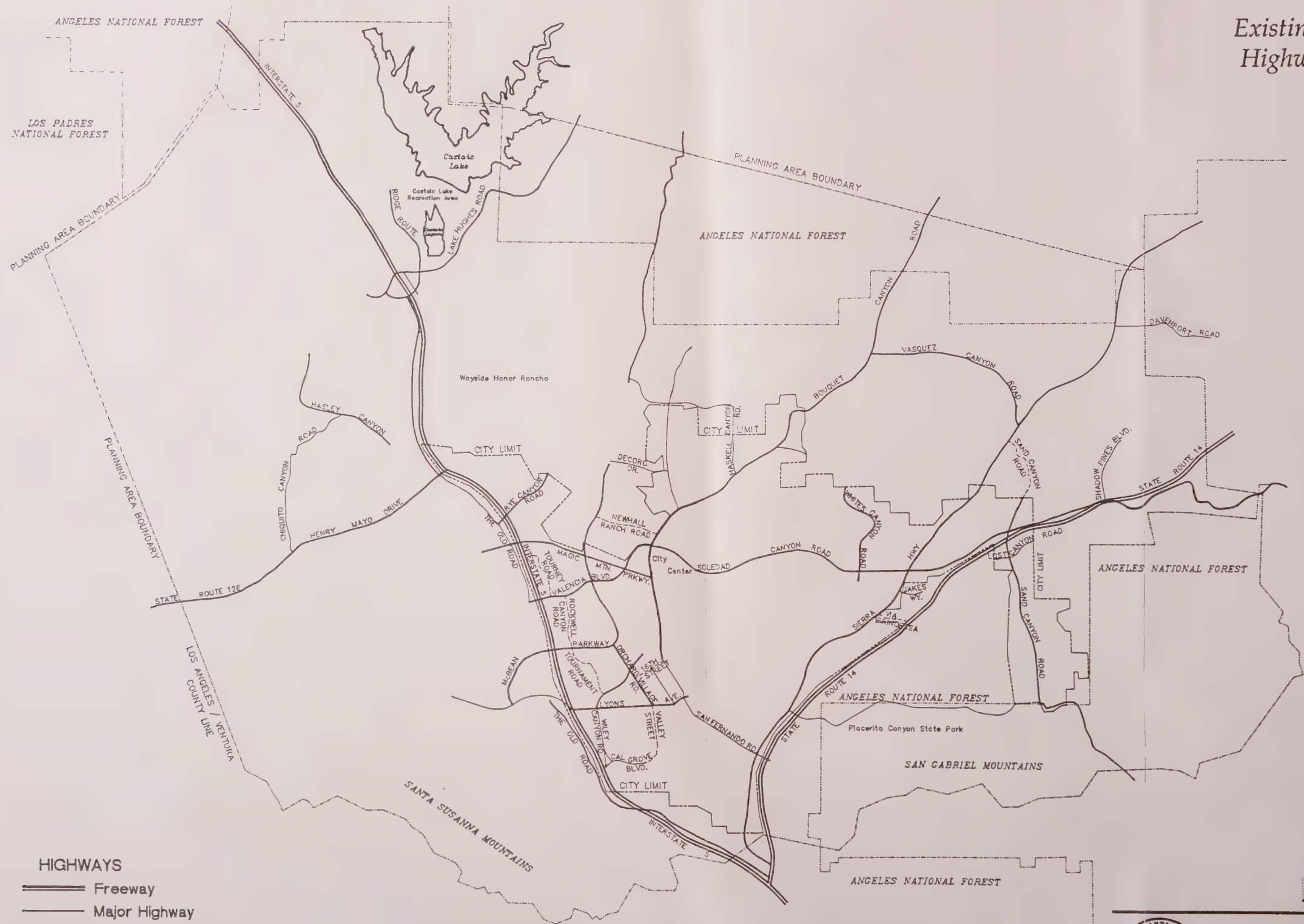
Many roadways are further classified as "divided" or "undivided." This separation is critical since divided roadways have the ability to incorporate turning lanes to improve the vehicular capacity of the roadway. Furthermore, dedicated roadways may incorporate raised medians to restrict random or excessive access from driveways and cross streets. Divided roadways are the most efficient roadway type since conflicts at intersections are minimized permitting traffic volumes and flows to be constant. Undivided roadways usually require less right-of-way, do not provide refuge areas for turning vehicles and have been found to be less efficient than divided roadways. The existing circulation system is illustrated in Exhibit C-1 and is described as follows:

#### **MAJOR HIGHWAYS**

Within the City of Santa Clarita planning area, the major highway roadway classification has an ultimate roadway design section of six travel lanes with limited vehicular and pedestrian access to the roadway through driveways, cross streets and crosswalks. The roadway is usually divided by a raised median with left turn pockets provided at limited locations. It is the intent of all major highways to accommodate the majority of traffic between different portions of the City and adjacent communities and the freeway system. Most major highways, at a maximum capacity level of service (level "F"), can accommodate approximately 54,000 vehicles per day when fully improved to design standards.

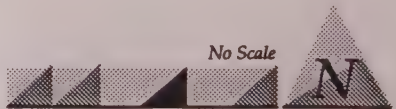


# Existing Network of Arterial Highways and Road System



Source: KHR Associates.

- HIGHWAYS**
- Freeway
  - Major Highway
  - Secondary Highway



**Santa Clarita General Plan**  
**City of Santa Clarita**





## *Circulation Element*

### **Bouquet Canyon Road**

Bouquet Canyon Road begins at the intersection of Magic Mountain Parkway/San Fernando Road and continues north past the City's northern boundary and into the general planning area which includes the Angeles National Forest area. The southern extension of Bouquet Canyon Road is named San Fernando Road and primarily begins south of the intersection of Magic Mountain Parkway. Just north of Valencia Boulevard, this roadway is delineated to accommodate three lanes of travel in each direction with no on-street parking being permitted. This roadway is divided by a raised median island and is replaced by a painted median island further north. North of Urbandale Avenue, Bouquet Canyon Road provides one lane in each direction with a single yellow centerline separating traffic flows.

Beginning approximately a quarter of a mile north of Seco Canyon Road on Bouquet Canyon Road two travel lanes in each direction along with bike lanes are provided. In this area the roadway is also divided by a raised median with parking permitted in certain areas. As Bouquet Canyon Road proceeds into the Angeles National Forest area, the raised median is replaced by a painted median.

South of Valencia Boulevard, Bouquet Canyon Road is partially delineated with two lanes in each direction and is divided by a painted median island.

### **Copper Hill Drive**

Copper Hill Drive is located in the northern portion of the City and currently services a small residential area. Access to Copper Hill Drive is provided from Seco Canyon Road and Haskell Canyon Road. Copper Hill Drive is approximately 1800 feet in length and has been widened to four lanes. This roadway currently provides limited

### *Circulation Element*

(intersections only) lane line striping and curbside parking is unrestricted. An unimproved segment of Copper Hill Drive is located between Benz Road and David Way.

#### **Henry Mayo Drive (SR-126)**

Henry Mayo Drive (SR-126), west of Interstate 5 is primarily a two lane roadway separated by a double yellow centerline. In certain areas two travel lanes for each direction are provided with a painted median separating flows of traffic.

#### **Lyons Avenue**

Lyons Avenue is an east/west highway which accommodates two lanes of travel in each direction between Interstate 5 and San Fernando Road. Curbside parking is permitted on both sides of the street and traffic flows are separated by a raised median island. Lyons Avenue begins at Interstate 5 (west city limits) and continues to San Fernando Road on the east. The western extension of Lyons Avenue (west of Interstate 5) is currently a two lane roadway, with edge of pavement and rural characteristics and is called Pico Canyon Road.

#### **Magic Mountain Parkway**

Magic Mountain Parkway is an east/west highway which begins at the entrance of the Magic Mountain Amusement Park and continues southeasterly to San Fernando Road. Between the amusement park and Interstate 5, Magic Mountain Parkway accommodates three travel lanes in each direction and is divided by a raised landscaped median. Between Interstate 5 and San Fernando Road, traffic is separated by either a double yellow centerline or a single yellow centerline with two lanes of travel being provided for

### *Circulation Element*

each direction. Magic Mountain Parkway, between Interstate 5 and Valencia Boulevard, has no curb and gutter improvements and all edge of pavement parking is prohibited. The roadway, between Valencia Boulevard and San Fernando Road is partially improved with curb and gutter and is delineated with a painted median island. Two lanes of travel are provided for each direction within these limits except for the narrow bridge crossing of the South Fork of the Santa Clara River which has sub-standard lane widths.

#### **McBean Parkway**

McBean Parkway currently begins approximately one mile west of the City's western limits (west of Interstate 5) and continues northeast beyond the City's northern limits to Decoro Drive. Between the west city limits and Valencia Boulevard, McBean Parkway accommodates two lanes of travel in each direction with curbside parking being permitted on both sides of the street. Traffic flows are separated by a raised median between the west city limits and Valencia Boulevard.

McBean Parkway, between Valencia Boulevard and Newhall Ranch Road is currently undergoing roadway and bridge improvements and provides only one lane of travel in each direction (except at intersections) with no curb and gutter improvements. A double yellow centerline currently separates both directions of traffic flow. This roadway resumes multi-lane capacity north of Newhall Ranch Road with two lanes being provided for both directions of travel separated by a raised median island.

#### **Newhall Ranch Road**

Newhall Ranch Road is an east/west highway which concurrently connects McBean Parkway and Bouquet Canyon Road. Newhall Ranch Road consists of two lanes in each

### *Circulation Element*

direction with no curbs and gutter or center median, except for the narrow bridge over Bouquet Canyon Wash. A double left turn lane is provided at the intersection with Bouquet Canyon Road.

#### **Orchard Village Road**

Orchard Village Road is a relatively short north/south roadway which connects Lyons Avenue on the south and McBean Parkway on the north. Two lanes of travel are accommodated for both directions with curbside parking permitted along its entire length. Orchard Village Road is provided with a landscaped raised median island between McBean Parkway and Wiley Canyon Road, while a very wide landscaped parkway separates both directions of travel near the intersection of Lyons Avenue.

#### **Rye Canyon Road**

Rye Canyon Road is a north/south roadway located in the Valencia Industrial Center. Rye Canyon Road begins at The Old Road on the west, runs under I-5 and currently ends one-quarter mile north of Avenue Scott. Two lanes of travel in each direction are separated by a double yellow line. Complete curb and gutter improvements are in place along the entire length of roadway.

#### **Sand Canyon Road**

Sand Canyon Road is a north/south highway roadway located in the eastern portion of the City and provides access to the rural residential areas south of SR-14. Sand Canyon Road is delineated with one travel lane in each direction south of Sierra Highway and is controlled by a single double yellow centerline with no curb and gutter improvements.



### *Circulation Element*

Between SR-14 and Soledad Canyon Road, Sand Canyon Road accommodates two lanes of travel in each direction and is divided by a painted median island.

#### **San Fernando Road**

San Fernando Road is a north/south roadway which connects to SR-14 in the south and Bouquet Canyon Road/Magic Mountain Parkway in the north. Two lanes of travel are provided in each direction between SR-14 and 17th Street with curbside parking permitted in many areas. Traffic flows are separated by a painted median island between Sierra Highway to Lyons Avenue and a double yellow centerline between Lyons Avenue to Bouquet Canyon Road. San Fernando Road, from 11th Street to Magic Mountain Parkway has one lane of travel in each direction. A painted median island is provided in this area and curbside parking is prohibited.

#### **Sierra Highway**

Sierra Highway is a major highway which begins near the junction of Interstate 5 and SR-14, parallels SR-14, and then runs to the northeast in Agua Dulce. Between the southern city limits and Soledad Canyon Road two lanes of travel are provided for each direction. Within these limits, a raised median island is provided while all curb side parking is prohibited.

Sierra Highway, north of Soledad Canyon Road, also accommodates two lanes of traffic in each direction separated by either a single yellow centerline or a double yellow centerline. Within these limits only limited sections of curb and gutter improvements are provided.

## *Circulation Element*

### **Soledad Canyon Road**

This roadway is primarily an east/west highway which provides a direct link between the west and east portions of the City. Soledad Canyon Road begins at Bouquet Canyon Road and continues to the east past the City's eastern limits. From Bouquet Canyon Road to Whites Canyon Road two lanes are provided for each direction of travel. These lanes of travel are separated by a raised median island with a combined bike lane/parking lane approximately 15 feet in width on both sides.

Three lanes of travel in each direction are accommodated between Whites Canyon Road and Sierra Highway which are separated by a painted median island. No curbside parking is permitted along this portion of Soledad Canyon Road. Two travel lanes in each direction are provided between Sierra Highway and Sand Canyon Road with traffic also being separated by a raised median island. A bike lane is provided on both sides of the street along with the complete prohibition of all curbside parking activity. East of Sand Canyon Road the roadway accommodates one lane in each direction of travel with traffic divided by a single double yellow centerline.

### **Valencia Boulevard**

Valencia Boulevard is an east/west highway which begins on the west side of Interstate 5 (west city limits) and continues east to Bouquet Canyon Road. Valencia Boulevard accommodates two lanes of travel for each direction with a raised median island between Interstate 5 and McBean Parkway. Within these limits curb side parking is permitted without restriction.

Two lanes of travel for each direction are also provided on Valencia Boulevard between McBean Parkway and Magic Mountain Parkway. Traffic is divided within this segment

### *Circulation Element*

by a raised median island. Curbside parking restriction have been implemented near the existing office and commercial uses. The restrictions prohibit parking during the hours 4:00 P.M. and 7:00 P.M. Monday through Friday.

The remaining segment of Valencia Boulevard, between Magic Mountain Parkway and Bouquet Canyon Road, is delineated with three travel lanes in each direction with all curbside parking activity being prohibited. Traffic flows are separated by a raised median island.

#### **Vasquez Canyon Road**

Vasquez Canyon Road is an east/west roadway which connects Bouquet Canyon Road and Sand Canyon Road in the northern portion of the planning area. This roadway is predominantly rural in nature and does not have curb and gutter improvements. Between Bouquet Canyon Road and Sand Canyon Road the roadway is provided with one lane in each direction along with a single double yellow centerline.

#### **Whites Canyon Road**

Whites Canyon Road is a north/south highway beginning at Soledad Canyon Road and continuing north to the City's northern limits. This roadway is delineated for two travel lanes in each direction with traffic being separated by a painted median island south of Nadal Street and a varied median north of Nadal Street. Curb and gutter improvements are provided along both sides of the street and curbside parking is permitted.

**Wiley Canyon Road**

As a major highway, Wiley Canyon Road begins at Lyons Avenue and continues to the northeast just past Orchard Village Road. Within these limits, two lanes of travel are provided for each direction, with traffic being separated by a raised median island. All curbside parking activity is prohibited. South of Lyons Avenue, Wiley Canyon Road is a secondary roadway.

**SECONDARY HIGHWAYS**

The secondary highway roadway classification has an ultimate roadway design section of four travel lanes with limited vehicular and pedestrian access to the roadway from driveways, cross streets and crosswalks. The roadway usually accommodates a roadway median with left turn pockets being provided at limited locations (when built to appropriate standards). It is the intent of all secondary highways to service the majority of through traffic and collect traffic from limited secondary streets. Most secondary highways, at an acceptable level of service, can safely and effectively accommodate approximately 44,000 vehicles per day (at level of service "E" with limited interruptions). The following is a description of all classified secondary highways within the City of Santa Clarita:

**Calgrove Boulevard**

Calgrove Boulevard, east of Interstate 5 and Valley Street, presently serves as a local roadway with one and two lanes in each direction with curbside parking being prohibited. Traffic flows are separated by either a single double yellow centerline or a two way left turn lane. The street is currently closed to public traffic approximately 1800 feet northwest of Valley Street.



## *Circulation Element*

### **Decoro Drive**

Decoro Drive is an east/west roadway which provides alternative access to the Seco Canyon area. Decoro Drive is provided with two lanes in each direction with curb and gutter improvements except near the intersection with Vista Delgado where a narrow bridge restricts traffic flows.

### **Haskell Canyon Road**

Haskell Canyon Road is a north/south roadway in the northern portion of the City with access being provided between Bouquet Canyon Road and Copper Hill Drive. Haskell Canyon Road accommodates one and two lanes of travel in each direction with traffic being separated by a single double yellow centerline. Portions of this roadway have been widened to ultimate standards and curbside parking is permitted in most areas. The roadway is privately maintained north of Grove Park Drive.

### **Newhall Avenue**

Newhall Avenue, from 16th Street to San Fernando Road, accommodates one lane in each direction with parking being permitted in certain areas.

### **Rockwell Canyon Road**

Rockwell Canyon Road, from McBean Parkway to Valencia Boulevard, is a fully improved roadway with ultimate curb and gutter improvements and roadway width and provides two lanes of travel in each direction with a painted median island in most areas. All curbside parking along this roadway has been prohibited. This roadway provides access to a large local college facility and numerous residential developments.

## *Circulation Element*

### **Seco Canyon Road**

Seco Canyon Road, from Bouquet Canyon Road to Copper Hill Drive, accommodates two travel lanes in each direction and is delineated with a painted median island. North of Copper Hill Drive, one lane is provided for each direction of travel. Curbside parking is restricted in many areas except near the City baseball and pool recreational facilities located near the intersection of Decoro Drive.

### **Shadow Pines Boulevard**

Shadow Pines Boulevard lies near the City's easternmost boundary and accommodates one lane of travel in each direction. The roadway is provided with limited curb and gutter improvements and is divided by a raised median island. Curbside parking is prohibited on both sides of the street.

### **Valley Street**

Valley Street, from Lyons Avenue to the gate on Calgrove Boulevard is a rural type roadway with primarily one lane of travel being provided for each direction. Some portions of the east side of the street are provided with curb and gutter improvements. Traffic flows are separated by a skip yellow centerline.

### **Wiley Canyon Road**

Wiley Canyon Road, from Calgrove Boulevard to Lyons Avenue, accommodates one lane of travel in each direction and is primarily delineated with either a single or double yellow centerline. The street is primarily rural in nature with edge of pavement and no

### *Circulation Element*

parking found in most areas. Wiley Canyon Road, just south of Lyons Avenue, accommodates two lanes in each direction with traffic being separated by a painted median island.

#### **16th Street**

16th Street is an east/west roadway with access currently being provided by Orchard Village Road. 16th Street accommodates two lanes in each direction, separated by a single double yellow centerline, between Orchard Village Road and Newhall Avenue. This roadway continues east and dead-ends west of San Fernando Road. Both sides of the street are provided with curb and gutter improvements and curbside parking is permitted.

#### **LIMITED SECONDARY HIGHWAYS**

The limited secondary highways classification have an ultimate roadway design section of four travel lanes with partial control of vehicular and pedestrian access to the roadway from driveways, cross streets and crosswalks. The roadway usually is undivided and may accommodate limited parking activity and left turn pockets at major intersections. It is the intent of all limited secondary highways to accommodate moderate to low volumes of traffic and to provide local access to major and secondary highways. Most limited secondary highways, at an acceptable level of service, can safely and effectively accommodate approximately 24,000 vehicles per day.

The City of Santa Clarita has, by definition, six limited secondary highways. These roadways are as follows:

### *Circulation Element*

- Bouquet Canyon Road (Vasquez Canyon Road to Angeles National Forest)
- Lake Hughes Road (Interstate 5 to Lake Castaic)
- Placerita Canyon Road (Sierra Highway to Sand Canyon Road)
- San Francisquito Canyon (Seco Canyon Road to Angeles National Forest)
- Chiquito Canyon Road
- Del Valle Road

### **COLLECTOR**

In the City of Santa Clarita, the collector road classification is given to those roadways which have an ultimate roadway design section of two travel lanes with limited vehicular and pedestrian access to the roadway from driveways, cross streets and crosswalks. The roadway usually is undivided and will not accommodate left turn pockets at intersections. It is the intent of all collector roadways to service all local traffic from residential, commercial and industrial uses and to provide access to the arterial roadway system (major, secondary and limited secondary highways). Most collector roadways, at a maximum capacity level of service "E" can accommodate approximately 15,000 vehicles per day.

### **LOCAL STREETS**

Typically, this classification is given to any street which must be accessed through the use of any of the four previously identified roadway types. Typical streets which are classified as local streets include residential streets, private streets, service roads and public alleys.



## **KEY INTERSECTIONS**

The City's existing circulation system is also comprised of several vital intersections which directly affect the safety and efficiency of the city's circulation network. These major intersections play a key role in the maintenance and further development of the arterial roadway system and are briefly described as follows:

### **Lyons Avenue/Wiley Canyon Road**

This intersection is a four legged intersection with Wiley Canyon Road representing the north and south legs. The intersection is currently operating as a two-phase signal and has typical geometric characteristics. The east and west legs of Lyons Avenue are both provided with one separate left turn lane and two through lanes. The east leg also provides a separate right turn lane for westbound traffic. The south leg of Wiley Canyon Road accommodates a separate left turn lane and two through lanes, while the north leg provides separate left turn and right turn lanes along with two through lanes.

### **Lyons Avenue/Orchard Village Road/Valley Street**

This intersection is also a four legged intersection with Orchard Village Road representing the north leg and Valley Street representing the south leg. The intersection is currently operating as a two-phase signal and has standard geometric characteristics. The east and west legs of Lyons Avenue are both provided with one separate left turn lane and two through lanes. The east leg also provides a separate right turn lane for westbound traffic. The south leg of Valley Street accommodates a left turn lane and two through lanes while the north leg provides separate left turn and right turn lanes along with two through lanes.

## *Circulation Element*

### **Lyons Avenue/San Fernando Road**

This location is a four legged intersection with Lyons Avenue representing the east and west legs. The intersection currently operates as a two-phase signal and has standard geometric characteristics. The east and west legs of Lyons Avenue are both provided with one separate left turn lane and two through lanes. The south leg of San Fernando Road provides one left turn lane and two through lanes while the north leg accommodates one separate left turn lane and one combined through and right lane.

### **Orchard Village Road/Wiley Canyon Road**

This intersection is currently operating as a two-phase signal and has standard geometric characteristics. The east and west legs (Wiley Canyon Road) are both provided with a separated left turn lane and two through lanes. The west leg of Wiley Canyon Road is also equipped with a dedicated right turn lane for eastbound motorists. Both legs of Orchard Village Road are provided with a separate left turn lane and two through lanes.

### **McBean Parkway/Orchard Village Road**

This is a three legged intersection which is operating as a six-phase signal and provides limited access to hospital facilities adjacent to the intersection. McBean Parkway is the through street and represents the east and west legs of the intersection. The west leg of McBean Parkway accommodates a separate left turn lane and two through lanes. The east leg is provided with two left turn lanes and two through lanes. The south and only leg of Orchard Village Road accommodates a separate left turn lane, two right turn lanes and a single through lane for access to the hospital.

## *Circulation Element*

### **McBean Parkway/Valencia Boulevard**

This is a four legged intersection operating as a five-phase signal which has standard geometric characteristics. The east leg of Valencia Boulevard is provided with two left turn lanes and two through lanes. The west leg accommodates a separate left turn lane and two through lanes. McBean Parkway represents the north and south legs of the intersection and provides a separate left turn lane and two through lanes for southbound traffic. Northbound traffic is serviced by a separate left turn lane, two through lanes and two right turn lanes.

### **McBean Parkway/Magic Mountain Parkway**

This location is a four legged intersection operating as a five-phase signal. McBean Parkway represents the north and south legs of the intersection and is provided with a free right turn lane for southbound traffic. In addition, southbound traffic is served by a separate left turn lane and two through lanes while a separate left turn lane, right turn lane and two through lanes service all northbound traffic. The east leg of Magic Mountain Parkway provides a separate left turn lane and two through lanes. Dual east bound left turn lanes and two through lanes, along with a separate right turn lane, are provided on the west leg.

### **Valencia Boulevard/Magic Mountain Parkway**

Valencia Boulevard represents the north and south legs of this intersection which operates as a five-phase signal. The north leg of Valencia Boulevard accommodates a separate left turn and right turn lane along with two through lanes. The south leg provides one left turn lane and three through lanes. The east leg of Magic Mountain

### *Circulation Element*

Parkway provides a separate left turn lane, one through lane and a combined through and right turn lane. The west leg accommodates two left turn lanes and two through lanes.

#### **Valencia Boulevard/Soledad Canyon Road/Bouquet Canyon Road**

This is a four legged intersection with the west leg being Valencia Boulevard and the east leg being Soledad Canyon Road. Bouquet Canyon Road represents the north and south legs of the intersection which operates as an eight-phase signal. The south leg of Bouquet Canyon Road provides a separate left and right turn lane along with three through lanes. The north leg of Bouquet Canyon Road provides two left turn lanes, two through lanes and two right turn lanes. The west leg of Valencia Boulevard accommodates two left turn lanes and three through lanes. The east leg of Soledad Canyon Road accommodates two left turn lanes, three through lanes and one separate right turn lane.

#### **Soledad Canyon Road/Whites Canyon Road**

This location is a four legged intersection with standard geometric characteristics. The intersection operates as an eight-phase signal and is represented by Whites Canyon Road on the north and south legs. The north leg provides a separate left turn lane, a combined left turn and through lane, and a single through lane. The south leg provides a separate left turn lane and two through lanes. The west leg of Soledad Canyon Road accommodates a separate left turn lane and three through lanes. The remaining east leg provides two left turn lanes and two through lanes for westbound traffic.



**Soledad Canyon Road/Sierra Highway**

This location is a four legged intersection with normal geometric characteristics. The intersection operates as a six-phase signal and is represented by Sierra Highway on the north and south legs. The north leg provides a separate left turn lane, a combined left turn and through lane, a single through lane and a separate right turn lane. The south leg provides two left turn lanes, a combined left turn and through lane, a single through lane and a separate right turn lane. The west leg of Soledad Canyon Road accommodates two separate left turn lanes, two through lanes and a separate right turn lane. The remaining east leg provides two left turn lanes and three through lanes for westbound traffic.

**Soledad Canyon Road/Sand Canyon Road**

This location is a four legged intersection with normal geometric characteristics. The intersection operates as an two-phase signal and is represented by Sand Canyon Road on the north and south legs. The north leg provides a separate left turn lane, a through lane, and a single right turn lane. The south leg provides a separate left turn lane, a through lane and a separate right turn lane. The west leg of Soledad Canyon Road accommodates a separate left turn lane, two through lanes and a separate right turn lane. The remaining east leg provides a left turn lane and two through lanes for westbound traffic.

## **EXISTING DAILY TRAFFIC VOLUMES**

### **Average Daily Traffic**

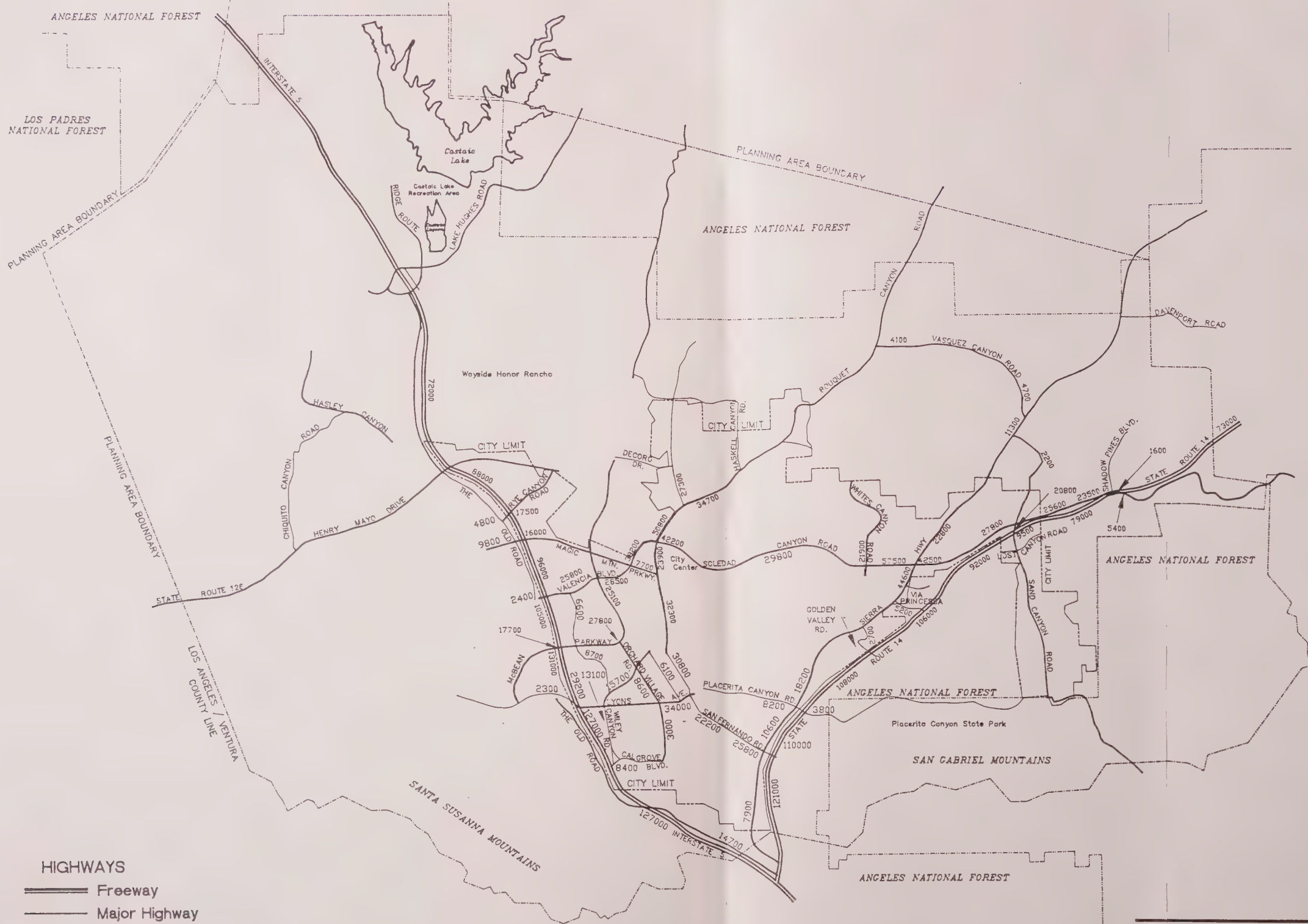
Traffic volumes for all roadways included in the general planning area were obtained and utilized in developing an existing volume base for the purpose of determining level of service ratings and for comparison to projected future conditions. Average daily traffic (ADT) on a given roadway segment is an estimate of the amount of vehicular traffic carried on the average over a 24-hour period of time. The estimate of ADT is often based on an actual 24-hour traffic count taken during a mid-week day. Exhibit C-2 presents the existing average daily traffic volumes.

## **EXISTING LEVELS OF SERVICE**

A vital component of any circulation element is the existing Level Of Service (LOS) evaluation. This evaluation determines the existing LOS for both roadway segments and intersections for the primary study area.

The LOS of a roadway segment or intersection is a qualitatively defined measure of prevailing traffic, design, and operational conditions. The LOS, denoted alphabetically from "A" to "F," best to worst, is an evaluation of the degree of congestion, roadway design constraints, delay, accident potential, and driver discomfort experienced during a given period of time typically during the peak hour or on a daily basis. While LOS A represents the most desirable operational state for a roadway segment or intersection, LOS C is considered a benchmark for planning purposes. In heavily urbanized areas, LOS is an accepted, though undesirable, condition for peak hours of vehicular travel - particularly on freeways.

Existing Average Daily  
Traffic Volume



Source: KHR Associates.

HIGHWAYS

- Freeway
- Major Highway
- Secondary Highway

7200002-June 1991



Santa Clarita General Plan  
City of Santa Clarita





### *Circulation Element*

The LOS may be quantitatively calculated by a number of methods which generally compare traffic volumes with the physical and operational capacity of a roadway section or intersection to carry the traffic demands placed upon it. For roadway segments, the volume-to-capacity (V/C) ratio is indicative of LOS. Tables C-1 and C-2 lists typical service volumes, along with corresponding V/C ratios, for various types of highways and intersections at LOS ranging from A to F. Tables C-3, C-4, C-5, and C-6 present the existing LOS rates for both roadways and intersections. Volume to capacity (V/C) ratios are also presented in these tables.

### **BIKEWAYS**

A vital component of any circulation element is the bicycle path system. Bikeways are not only a significant transportation resource but also can be instrumental in the implementation of an open space or park and recreation plan.

Due to the recent incorporation of the City of Santa Clarita, City owned and maintained bikeways are few. Prior to the incorporation, the County of Los Angeles controlled the bikeway program within the City limits and the general planning area. Since incorporation, the City has been active in considering and planning for a more progressive bikeway program which would include both on-street and off-road bikeway improvements.

The current bikeway system in the City is limited with continuous bikeways only being provided along portions of Soledad Canyon Road and Bouquet Canyon Road. The bikeways on Soledad Canyon Road are combined with curbside parking and exist on both sides of the street. There are bike lanes on portions of Bouquet Canyon Road and are

### *Circulation Element*

approximately 5 to 8 feet wide with curbside parking prohibited. The City is currently in the process of evaluating and considering the installation of off-road bike trails within and adjacent to local river and flood plain facilities.

## **TRANSIT**

Transit operations within a local region can play a major role in the overall composition of a circulation element. Transit service has traditionally been proven to be a convenient and cost effective transportation alternative and will continue to be a pressing issue with local motorists.

Presently, the City of Santa Clarita is serviced by a City owned and operated bus service. Local bus service is provided by the Santa Clarita Transit (SCT) which operates seven routes within the City limits. Six of these routes operate during the week while one route operates on weekends. Primary routes include Soledad Canyon Road (Route 1), Rockwell Canyon Road (Route 3), Bouquet Canyon Road (Route 4), Whites Canyon Road/Sierra Highway (Route 5/5A), McBean Parkway/Tournament Road/Lyons Avenue (Route 6) and Magic Mountain Parkway Route 7).

Regional service is also provided to the residents of Santa Clarita by Santa Clarita Transit (SCT) which operates a commuter service into and out of Los Angeles. This service is comprised of six A.M. and six P.M. trips destined to and returning from Los Angeles. The A.M. trips usually proceed along Sierra Highway, Soledad Canyon Road, San Fernando Road, Interstate 5 and SR-14. The service has various pick-up and drop-off points which, in the past, have been relocated based on patronage activity. In addition, this commuter service also services three park-n-ride facilities located in the southern portions of the City.

## *Circulation Element*

Another SCT transit service available to the residents of Santa Clarita is the Dial-A-Ride service. This service is geared toward seniors citizens and handicapped persons six days a week and is available to anyone between the hours of 6:00 P.M. to 9:00 P.M.

### **STATEMENT OF ISSUES**

No two communities are precisely alike, therefore the General Plan for each community must address issues which are unique to each community. From these issues the goals and policies of the plan, the plan itself, and the measures necessary to implement the plan are developed. The circulation system planned by the County of Los Angeles for the Santa Clarita Valley was not completed prior to incorporation of the City. As a result, the City of Santa Clarita experiences traffic and circulation problems which require attention. A few of the traffic and circulation conditions which plague the City today may be resolved through the implementation of planned roadway and intersection improvements. However, through the preparation and adoption of a detailed Circulation Element, many opportunities can be created to develop future roadways, realign or reconfigure existing roadways, widen existing roadways and intersections, construct off-road bikeways, provide transit facilities and develop policies which promote progressive and realistic methods of accommodating future traffic and circulation growth in the City.

The following represent opportunities to reduce and resolve current problems and minimize or eliminate future impacts:

- Make sure that the pace of development matches the pace of required roadway infrastructure improvements.

### *Circulation Element*

- Examine all signalized intersections for the potential to interconnect them into a network that will permit coordination and timing for maximum traffic flow.
- Examine all major, secondary and limited secondary highways to identify points of conflict, such as excess driveways openings and street intersections.
- Examine all signalized intersections for the potential to have controlled left turns and striping for controlled right turns.
- Examine all major, secondary and limited secondary highways for the creation of bus turnout areas to increase the flow of traffic.
- Explore the potential for the adoption of transit demand requirements for commercial and industrial uses who have large employee populations.
- Explore the potential for restriping of major, secondary and limited secondary highways to increase traffic capacities.
- Examine the feasibility of establishing a traffic mitigation fee on new developments to mitigate the impact of new development on the existing circulation network and to aid in the completion of the planned network.
- Explore the use of Mello-Roos districts, Bridge and Thoroughfare fees, federal and state grants, transit funds, and the like as a source of funding for Circulation Element roadway improvements.

Constraints to the resolution of the problems of traffic and circulation within the City of Santa Clarita and the general planning area will be impeded simply by the location of the City within the Valley. The City is the destination for many people within the region as a place to work and shop. The following additional items will also present constraints to the mitigation and/or resolution of the circulation and traffic problems within the City.

- The location of existing commercial and industrial development will continue to attract trips from outside the City.



### *Circulation Element*

- Existing street improvements are, in some cases, not able to be modified to accommodate additional traffic or circulation movements due to right-of-way limitations and existing developments.
- Existing development approvals given by the Los Angeles County prior to incorporation must legally be honored by the City and cannot be modified unless accepted by the owner(s)/developer(s).
- Because of the geographic location of the City within the Valley, the City will continue to act as a funnel for regional trips within the Valley.
- On a regional basis, the City on its own can do little to alleviate commuter traffic demand on the freeway network. The balance of jobs and housing within the community, as proposed in this plan, is an effective means of minimizing the need for freeway commutes. The jobs/housing issue has regional significance in that, if implemented throughout the region, could achieve positive results to reduce traffic congestion.
- Existing and possible future gated communities can block and impede the efficient movement of traffic.

### GOALS AND POLICIES

The following goals and supporting policies are the general policies used to guide the development of the Circulation Plan contained in the Circulation Plan and the implementation programs outlined in the Implementation Plan Section. The policies further define the goals and describe the intent of the goals. As such, the policies serve as guides by which to measure goal achievement and tailor specific programs. The Goals and Policies are a direct result of the issues discussed in the Statement of Issues Section.

## *Circulation Element*

The general policies outlined below must be applied and implemented pursuant to the plans and implementation programs contained in the following sections, and in conjunction with the other elements of the General Plan.

### **Need for Arterial Street System**

**GOAL 1:** To provide a circulation system to move people and goods safely and efficiently throughout the City of Santa Clarita and the general planning area.

- Policies:**
- 1.1** Improve circulation facilities to provide improved levels of service and standards of safety over current traffic operations with a priority to improve local traffic patterns.
  - 1.2** Maintain appropriate levels of service at all intersections in the City during peak hours to ensure that traffic delays are kept to a minimum.
  - 1.3** Preserve the quality of residential neighborhoods by discouraging the flow of truck and through traffic in these areas consistent with circulation and emergency needs.
  - 1.4** Establish a Capital Improvements Program (CIP) which incorporates a funding program for the construction of improvements to the City's roadway system. Specific improvement proposals should be determined for the entire community and all local benefit, cost, feasibility, and safety issues should be considered. Seek alternative funding opportunities to provide adequate transportation and circulation improvements.
  - 1.5** Encourage consistent through-street names.
  - 1.6** Work cooperatively with County, regional and state agencies to integrate the City's circulation system with that of the surrounding region.
  - 1.7** Continue to work with the County in developing and maintaining planned roadways.
  - 1.8** Establish and maintain a computer-based methodology to regularly review future traffic projections as development occurs and land uses change.

### *Circulation Element*

- 1.9 Maximize and improve the operating efficiency and safety of the existing roadway system wherever possible.
- 1.10 Limit the number of intersections and driveways on all major, secondary and limited secondary roadways to promote a safe, efficient and steady flow of traffic.
- 1.11 Develop and maintain an appropriate supertruck (trucks with an extended trailer length of approximately 48' to 60') and truck route program which will accommodate the needs of the commercial and industrial uses within the City, and the general planning area, but will also provide for the protection and preservation of the City's circulation system and residential areas. Avoid establishing truck routes in areas which contain natural, scenic or other resources.
- 1.12 Adopt a program of street and highway landscaping (i.e., median planting and street trees) to enhance the appearance of the City's circulation system.
- 1.13 Enforce dual access requirements for safety and circulation purposes.
- 1.14 Require access to higher density land uses and commercial developments from major, secondary and limited secondary roadways, and not from low density residential neighborhoods.
- 1.15 Establish hillside street standards which are sensitive to topographical constraints, necessary grade separations and other special needs.
- 1.16 Encourage curvilinear street designs in both level and hillside areas to contour to the topography and to create a more pleasant street environment.
- 1.17 Seek alternative funding opportunities to provide adequate transportation and circulation facilities.
- 1.18 Maintain adequate access to state highways and freeways serving the Santa Clarita planning area including Interstate 5 on the west, State Route 14 on the southeast and State Route 126 on the northwest.

### *Circulation Element*

- 1.19 Maximize use of all major, secondary and limited secondary roadways while minimizing use of all collectors and local streets. Protect residential neighborhoods from intrusion of undesirable through traffic.
- 1.20 Develop design standards for roadway and intersection improvements to safely and efficiently accommodate existing and projected traffic patterns and circulation.
- 1.21 Provide reasonable traffic flow and consider the adoption of a limited access policy which would provide guidelines and criteria by which reciprocal access and parking agreements may be provided to consolidate and minimize traffic interruptions.
- 1.22 Pursue and develop a Congestion Management Program (CMP) to promote and ensure realistic and feasible traffic distribution and growth throughout the City of Santa Clarita and the general planning area.
- 1.23 Establish roadway alignments and require appropriate dedication of right-of-way for all major and secondary highways.
- 1.24 Encourage the safe routes to school program.
- 1.25 Establish a traffic impact "threshold of significant" condition which will require appropriate mitigation for projects contributing more than .02 to an existing C, D or E level of service and/or for projects contributing more than .01 to an existing level of service F.
- 1.26 Establish a standard of one-half mile increments between interchanges along Interstate 5 and State Route 14.
- 1.27 Where alignments are known, the preservation of corridor rights-of-way should be immediately established.

### **Need for Local Transit Services**

**GOAL 2:** Promote a public transportation system that is safe, convenient, efficient, and meets the identified needs of the City of Santa Clarita and the general planning area.



## *Circulation Element*

- Policies:**
- 2.1** Incorporate accommodations and facilities to support local transit services (i.e., bus lanes, bus stops and bus shelters) in new and redeveloped projects, where feasible that are consistent with local transit planning.
  - 2.2** Provide for the mobility of City residents to access local services and employment, particularly for those who may experience mobility difficulties, including the elderly, disabled and low income residents.
  - 2.3** Coordinate local transit planning with regional transportation planning agencies and transit agencies in adjacent communities.
  - 2.4** Develop a multi-modal transit facility that is strategically located in the City, adjacent to a potential public transit rail line and located convenient to major local residential and employment centers.
  - 2.5** Develop adequate pedestrian access and encourage the use of these systems.
  - 2.6** Require right-of-way dedication and/or construction of appropriate facilities in support of a public transportation system in new and redeveloped projects.
  - 2.7** Identify and reserve locations for future commuter rail stations.
  - 2.8** Pursue the development of a local car pool information and routing program. The program can provide alternative transportation for concentrated users.
  - 2.9** Explore the use of the railroad right-of-way for intra-valley and commuter use between SR-14 and any proposed station locations.

### **Transportation Alternatives**

**GOAL 3:** To promote safe and effective alternatives to the personal automobile that will meet the needs of all planning area residents.

- Policies:**
- 3.1** Establish a master plan of bikeways that is coordinated with the County plan for the Santa Clarita Valley and regional, including Ventura County, network in order to provide an adequate system for the safe and efficient movement of cyclists.

### *Circulation Element*

- 3.2 Provide a system of sidewalks or pathways, tunnels and bridges in residential, commercial and industrial areas that feature a safe environment, integrating pedestrian and bicycles in a manner harmonious with the surrounding neighborhoods.
- 3.3 Promote bicycle accessibility to all public facilities, including parks, schools, and centers of civic activity.
- 3.4 Develop an integrated system of bus service that reaches all major concentrations of residential development and employment.
- 3.5 Develop, with the support of other agencies, alternative transportation systems throughout the City and general planning area (i.e., buses, light rail, monorail, mini-buses, airport).
- 3.6 Identify and reserve rights-of-way for local transit to connect to regional systems.
- 3.7 Promote ride-sharing.
- 3.8 Consider the establishment of a pedestrian only district.

### **Parking Facilities**

**GOAL 4:** To provide for and ensure an adequate supply of off-street private and public parking to meet the needs of local residents and visitors to the City and the planning area.

- Policies:**
- 4.1 Adopt regulations which specify minimum parking requirements for various types of land uses. Periodically review and update these standards as commuting patterns, vehicle sizes and land uses change over time.
  - 4.2 Provide public parking resources in response to the demand for such facilities (including park-and-ride facilities), through development exactions, special assessment districts or other appropriate funding mechanisms.
  - 4.3 Screen and/or buffer large parking areas from public view through the use of landscape setbacks, earth berms and hedge screens (to headlight level) and trees and landscaping in parking areas.

### *Circulation Element*

- 4.4 On-street parking should generally be eliminated from all major, secondary and limited secondary roadways.
- 4.5 Encourage enclosed bicycle lockers at major facilities.
- 4.6 Consider the use of shared parking and jointly operated parking structures, as appropriate.
- 4.7 In addition to the retention of park-and-ride opportunities near the Antelope Valley Freeway, suitable park-and-ride locations near Interstate 5 should be investigated.

### **Regional System Impacts**

**GOAL 5:** Pursue an aggressive posture in the region in advocating a regional transportation system.

- Policies:**
- 5.1 Advocate at the local, state and federal level Transportation Demand Management (TDM) and transit programs, including rail transit and local coordinated busways/routes.
  - 5.2 Encourage intergovernmental coordination and cooperation among all agencies and levels of government for the planning, management, financing, and implementation of transportation system improvements.
  - 5.3 Work cooperatively with regional transportation agencies to study the feasibility of developing a mass transit system connection between the City, metropolitan Los Angeles, Los Angeles International Airport, the Antelope Valley and Ventura County.

### **PROJECTED CONDITIONS**

The main objective of any circulation element is to determine and present a roadway and intersection system which will safely and efficiently accommodate existing and future transportation demands. The existing traffic demands for the City of Santa Clarita were

### *Circulation Element*

investigated and documented in the Existing Conditions Section of this report. The projected traffic demands were calculated and are presented in this Section of the report.

In an effort to determine the projected traffic demands for the City of Santa Clarita and the planning area, the land use build-out scenario which was determined by the Citizen General Plan Advisory Committee was evaluated. This build-out scenario was then used as the basis for the calculation of projected traffic patterns, distribution and demands.

For the purposes of determining the projected transportation conditions, the projected build-out scenario information was integrated and processed through a computer-based traffic model. The use of computer-based traffic models for this task enables governmental agencies to evaluate several different land use development scenarios in a timely and cost effective manner. The purpose of utilizing the computer-based traffic model in this work effort was to accurately and efficiently determine future traffic conditions. Through the use of the computer-based traffic model, many considerations are taken in account in the calculation of projected traffic conditions. These considerations included, but not limited to, land use, trip generation factors, trip distribution factors, existing and projected roadway systems, existing and projected intersection networks, travel speeds, parking activity, bus service and others.

For the conduct of the computer-based traffic model runs, a master plan of arterial highways was developed which envisioned the roadway system which would accommodate future traffic demands. For the computer model, the proposed Master Plan of Arterial Highways (MPAH) identified in Exhibit C-3 was utilized. Based on the roadway system conditions presented in Exhibit C-3, projected roadway capacities, volumes and levels of service (volume-to-capacity ratios) were determined. The calculated capacities, volumes and levels of service are indicated in the background report.

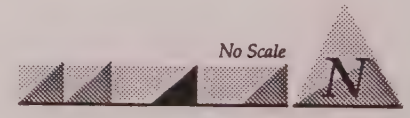


# Proposed Master Plan of Arterial Highways



- HIGHWAYS**
- Expressway (8 lanes)
  - Freeway
  - Major Highway (6 Lanes)
  - Secondary Highway (4 Lanes)
  - Limited Highway (2 Lanes)  
(Dashed Line Denotes Proposed)
- EXCEPTIONS AS NOTED

Source: KHR Associates.



**Santa Clarita General Plan**  
**City of Santa Clarita**



## **CIRCULATION PLAN**

This Section contains the proposed plan of the Circulation Element of the Santa Clarita General Plan. The previous sections introduced this element, reviewed existing conditions, presented projected conditions, and set forth major planning issues related to these subject areas. The proposals presented in this Section have been prepared in response to identified issues and projected conditions.

### **Master Plan of Arterial Highways (MPAH)**

To obtain the necessary MPAH for projected traffic conditions in the City of Santa Clarita and the planning area, roadway improvements are necessary. These improvements will include work within existing rights-of-way, right-of-way acquisition, intersection redesign, and overall improvements in system management. The plan proposals for the City of Santa Clarita arterial network have been divided into the four categories of roadway (Expressway, Major Highways, Secondary Highways, Limited Secondary Highways). It should be noted that the MPAH does not represent specific alignments nor does it prevent additional alignments which may be determined appropriate and feasible in the future. An example of such a new road might be a possible future connection between Magic Mountain Parkway and Via Princessa, adding a major east/west thoroughfare south of Soledad Canyon Road to relieve traffic pressure on both Soledad Canyon Road and San Fernando Road.

### **Expressway**

Within the City of Santa Clarita and the planning area, one roadway is designated as an expressway. This roadway is State Route 126 and will begin at Interstate 5 on the west and will continue easterly to connect to State Route 14. As contained in this plan,

## *Circulation Element*

expressways are planned to accommodate, at a minimum, eight lanes of travel with very limited access.

### Major Highways

Major Highway roadways, the City's and planning area main commuter links, are intended to provide for the movement of large volumes of traffic between major traffic generating land uses, and between cities. Major highways should be designed to carry a minimum of six lanes of traffic at relatively high speeds. On-street parking along the Major highways should be prohibited to maximize traffic flow. Curb-cuts, driveways and other intersections shall be limited wherever possible to also maximize traffic flow.

The following roadways have been designated by the City of Santa Clarita as major highways:

- Avenue Scott from Rye Canyon to McBean Parkway
- Avenue Tibbits from SR-126 to Magic Mountain Parkway
- Backer Road from Ridge Route to SR 126
- Bouquet Canyon Road from Magic Mountain Parkway to the Angeles National Forest boundary
- Copper Hill Drive from Rye Canyon Road to Bouquet Canyon Road
- Golden Valley Road from SR-14 to SR-126
- Lake Hughes Road from Parker Road to Angeles National Forest boundary
- Lost Canyon Road from Via Princessa to Sand Canyon Road
- Lyons Avenue from The Old Road to Rio Vista Road



### *Circulation Element*

- Magic Mountain Parkway from SR-126 to San Fernando Road
- McBean Parkway from Pico Canyon Road to Copper Hill Drive
- Orchard Village Road from Lyons Avenue to McBean Parkway
- Plum Canyon Road from Bouquet Canyon Road to Whites Canyon Road
- Rio Vista Drive from SR-14 to Bouquet Canyon Road
- Rye Canyon Road from The Old Road to Copper Hill Drive
- Sand Canyon Road from Placerita Canyon Road to Sierra Highway
- San Fernando Road from SR-14 to Magic Mountain Parkway
- Sierra Highway from SR-14 to north of Davenport Road
- Soledad Canyon Road from Bouquet Canyon Road to east of SR-14 ramps
- The Old Road from McBean Parkway to Backer Road and south of Calgrove Boulevard
- Valencia Boulevard from Pico Canyon Road to Bouquet Canyon Road
- Vasquez Canyon Road from Bouquet Canyon Road to Sierra Highway
- Via Princessa from Lost Canyon Road to San Fernando Road
- Whites Canyon Road from Via Princessa to Plum Canyon Road
- Wiley Canyon Road from Lyons Avenue to San Fernando Road

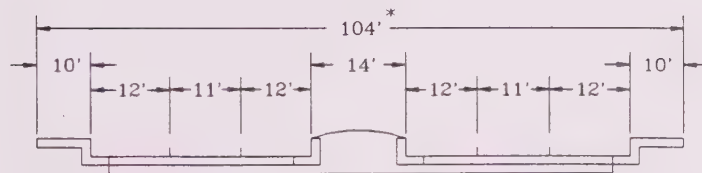
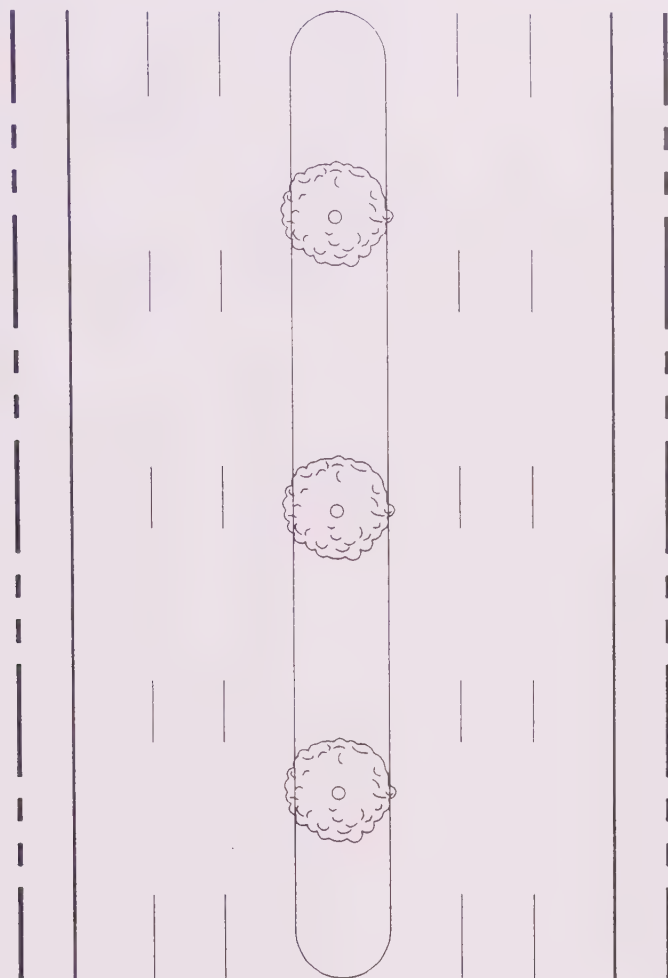
As proposed, these streets are designated as six-lane, divided roadways with no parking or bike lanes provided on-street. The standard design width of a major highway is usually 104' to 114' from edge of right-of-way to edge of right-of-way. There are only two exceptions to this condition. The first is Sand Canyon Road, south of Lost Canyon Road,

### *Circulation Element*

where trail easements and related circulation conditions warrant additional travel lanes but where only two lanes will be considered, and Bouquet Canyon Road (Soledad Canyon Road to Seco Canyon Road) where eight travel lanes will be considered. Standard designs for a major highway are shown in Exhibits C-4 and C-5.

For major highways, the following circulation element standards are presented:

1. All major highways with an existing level of service lower than an "E" rating (i.e., level "F") should be considered for immediate improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.
2. All major highways with an existing level of service lower than a "D" rating (i.e., level "E"), and not covered under Item 1 above, should be considered for near-term improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.
3. All major highways with an existing level of service lower than a "C" rating (i.e., level "D"), and not covered under Item 2 above, should be considered for long-range improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.
4. As traffic growth warrants, all remaining roadways classified as major highways should be reviewed on an annual basis to determine levels of service and if improvements are necessary. This process should be integrated into the annual review of the Capital Improvement Program (CIP).
5. All curbside parking should be prohibited on major highways to accommodate the installation of additional travel lanes and to minimize excessive traffic interruptions. Elimination of curbside parking will also increase vehicular safety and assist in reducing midblock accident rates.



THREE LANES IN EACH DIRECTION,  
NO ONSTREET PARKING, RAISED  
LANDSCAPE MEDIAN.

\* FOR BIKE TRAILS, AN ADDITIONAL 10 FEET OF RIGHT-OF-WAY SHALL BE PROVIDED ON ONE SIDE OF THE ROADWAY TO PROVIDE FOR A TWO-WAY BICYCLE PATH. THIS ROADWAY SECTION IS FOR ILLUSTRATION PURPOSES ONLY. ACTUAL CONFIGURATION MAY VARY AND WILL BE IMPLEMENTED ON A CASE BY CASE BASIS.

Source: KHR Associates.

7200002-June 1991

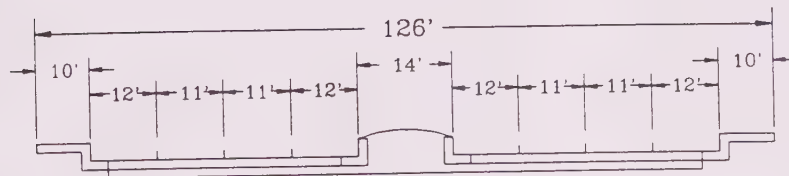
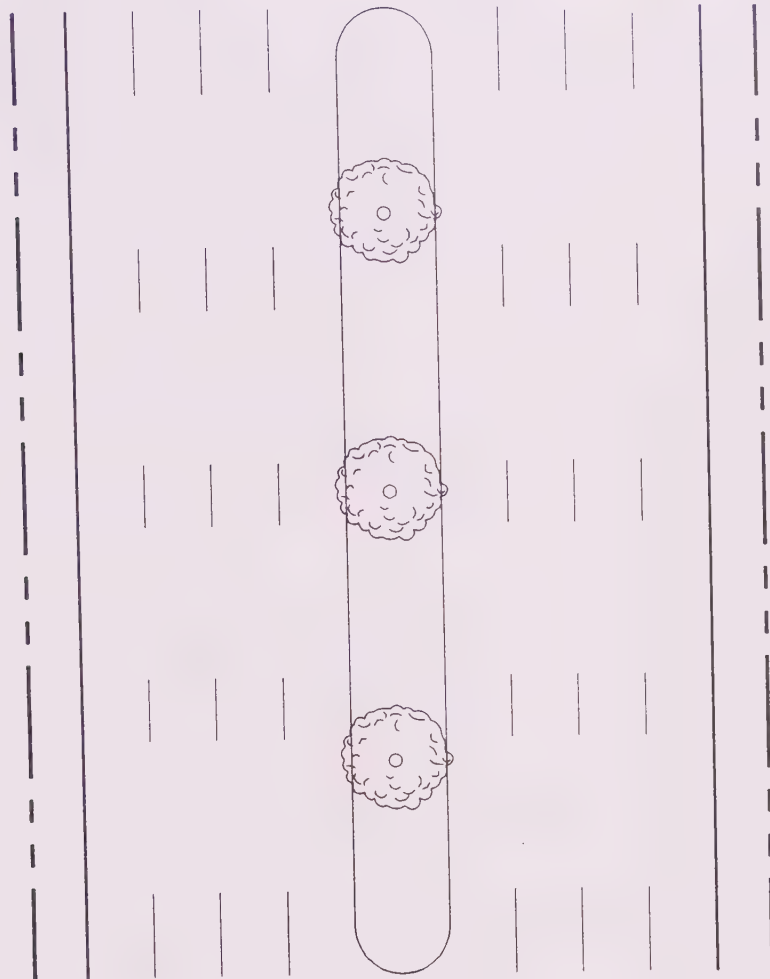


*Santa Clarita General Plan  
City of Santa Clarita*

Exhibit C-4  
*Major Arterial Highway*







FOUR LANES IN EACH DIRECTION  
WITHOUT ONSTREET PARKING, RAISED  
LANDSCAPE MEDIAN.

THIS ROADWAY SECTION IS FOR ILLUSTRATION PURPOSES ONLY. ACTUAL CONFIGURATION MAY VARY AND WILL BE IMPLEMENTED ON A CASE BY CASE BASIS.

Exhibit C-5

## Major Arterial Highway Alternative - 8 Lane

Source: KHR Associates.

7200002-June 1991



## Santa Clarita General Plan City of Santa Clarita



### *Circulation Element*

Consideration for permitting curbside parking in specific local business activity areas (i.e., downtown) may warrant investigation.

6. When applicable, new developments along major highways should enter into a reciprocal access agreement for the purpose of permitting future driveway elimination and consolidation.
7. Where possible, bike lanes should be removed and/or prohibited from major highways only when other off-street alternatives are available. The elimination of on-street bike lanes will provide for the potential installation of additional travel lanes and will serve to increase vehicular and bicycle safety.
8. All new and redeveloped projects along major highways should be reviewed for potential transit facility installations. These may include, but not be limited to, bus turnouts and bus shelters.
9. New median island breaks should be kept at a minimum and existing breaks should be reviewed periodically to determine the safety and utilization characteristics of said median breaks. Where appropriate, raised median islands should be constructed to prevent unwarranted and conflicting vehicular movements and to enhance the street environment.
10. Where the road widening is necessary to meet anticipated traffic and there are existing residential homes fronting and taking vehicular access from the highway, consideration shall be given in the design of the widening to alternative safe access to the highway for the existing residents. The considerations could include but not be limited to frontage road, narrower street section, noise walls, alternating access and joint accesses.

### **Secondary Highways**

Secondary Highway roadways provide for the movement of traffic to and from neighborhoods, and between major highways. Typically, these roadways do not provide direct access to freeways. On-street parking along these streets is commonly limited, as are curb-cuts and bike lanes. To the extent possible, residential units should not take

### *Circulation Element*

direct access off of a secondary highway and reciprocal access agreements should be utilized to minimize driveways.

The following roadways have been designated by the City of Santa Clarita as Secondary Highways:

- "Bermite connector" between Soledad Canyon Road to Via Princessa
- Calgrove Boulevard from The Old Road to Valley Street
- Canyon Park Boulevard from Lost Canyon Road to Sierra Highway
- Castaic Road from SR-126 to Lake Hughes Road
- Decoro Drive from Rye Canyon Road to Seco Canyon Road
- Golden Valley Road from SR-126 to Plum Canyon Road
- Hasley Canyon Road from Sloan Canyon Road to Backer Road
- Haskell Canyon Road from Bouquet Canyon Road to Copper Hill Drive
- Newhall Avenue from San Fernando to 16th Street
- Park Forest Road from Sloan Canyon Road to The Old Road
- Pico Canyon Road from Valencia Boulevard to The Old Road
- Poe Parkway from Valencia Boulevard to McBean Parkway
- Ridge Route from I-5 to north of Lake Hughes Road
- Rockwell Canyon Road from McBean Parkway to Valencia Boulevard
- San Francisquito Canyon Road from Copper Hill Drive to Angeles National Forest
- Seco Canyon Road from Bouquet Canyon Road to Copper Hill Drive



### *Circulation Element*

- Shadow Pines Boulevard from Soledad Canyon Road to Davenport Road
- The Old Road from McBean Parkway to Calgrove Boulevard and from Backer Road to Lake Hughes Road
- Tournament Road from McBean Parkway to Wiley Canyon Road
- Tourney Road from Magic Mountain Parkway to Valencia Boulevard
- Valley Street from Calgrove Boulevard to Lyons Avenue
- Whites Canyon Road from Plum Canyon Road to Vasquez Canyon Road
- Wiley Canyon Road from Calgrove Boulevard to Lyons Avenue
- 16th Street from Orchard Village Road to Rio Vista Drive

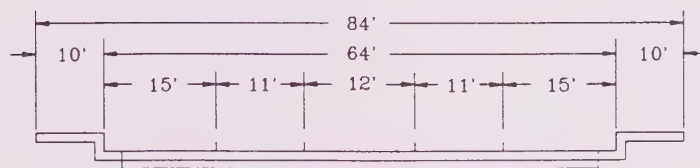
As proposed, these streets are designated as four-lane, divided roadways with no parking or bike lanes provided on-street. Design standards for secondary roadways usually require raised median islands for the division of traffic flows. The standard design width of a secondary highway is 84' or 88' from right-of-way to right-of-way. The standard for a suburban secondary highway may use 88' from right-of-way to right-of-way to accommodate traffic flows. Examples of standard designs for secondary highways are shown in Exhibits C-6 and C-7.

For secondary highways the following circulation element standards are presented:

1. All secondary highways with an existing level of service lower than an "E" rating (i.e., level "F") should be considered for immediate improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.

### *Circulation Element*

2. All secondary highways with an existing level of service lower than a "D" rating (i.e., level "E"), and not covered by Item 1 above, should be considered for near-term improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.
3. All secondary highways with an existing level of service lower than a "C" rating (i.e., level "D"), and not covered by Item 2 above, should be considered for long-range improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.
4. As traffic growth warrants, all remaining roadways classified as secondary highways should be reviewed on an annual basis to determine levels of service and if improvements are necessary. This process should be integrated into the annual review of the Capital Improvement Program (CIP).
5. When appropriate, curbside parking should be prohibited on secondary highways to accommodate the installation of additional travel lanes and to minimize excessive traffic interruptions. Elimination of curb side parking will also increase vehicular safety and assist in reducing midblock accident rates.
6. When applicable, new developments along secondary highways should enter into a reciprocal access agreement for the purpose of permitting future driveway elimination and consolidation.
7. Where possible, bike lanes should be removed and/or prohibited from secondary highways only when other off-street alternatives are available. The elimination of on-street bike lanes will provide for the potential installation of additional travel lanes and will serve to increase vehicular and bicycle safety.
8. All new and redeveloped projects along secondary highways should be reviewed for potential transit facility installations. These may include, but not be limited to, bus turnouts and bus shelters.



TWO LANES IN EACH DIRECTION  
WITH A TWO WAY LEFT TURN LANE.

THIS ROADWAY SECTION IS FOR ILLUSTRATION PUPOSES ONLY. ACTUAL CON-  
FIGURATION MAY VARY AND WILL BE IMPLEMENTED ON A CASE BY CASE BASIS.

Source: KHR Associates.

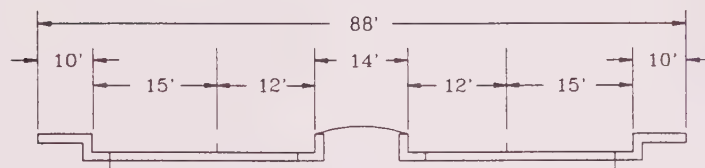
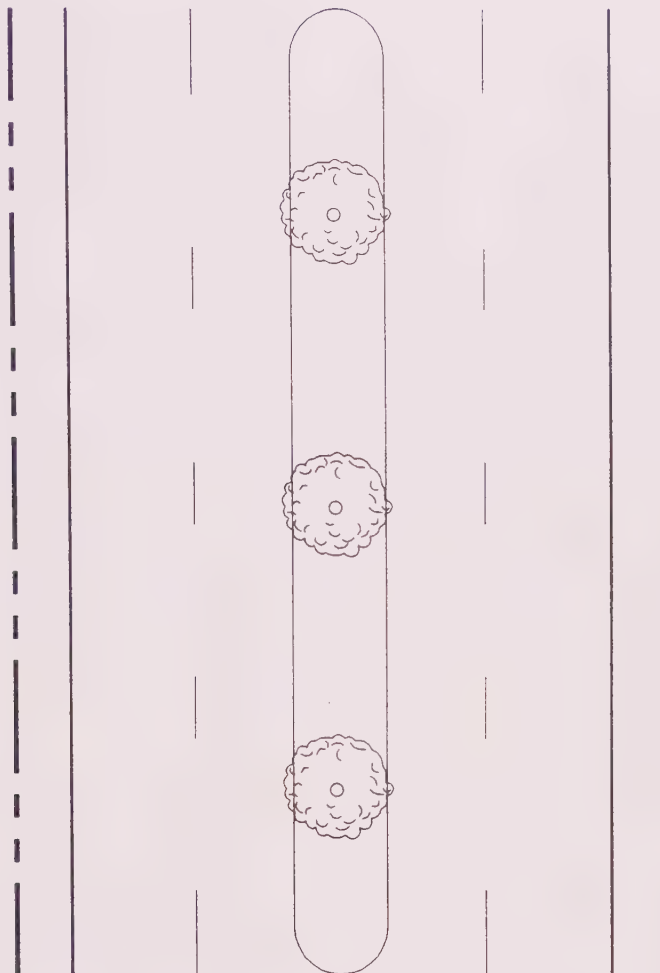


Exhibit C-6  
*Urban Secondary Arterial Highway*

*Santa Clarita General Plan  
City of Santa Clarita*







TWO LANES IN EACH DIRECTION  
WITH A RAISED LANDSCAPE MEDIAN.

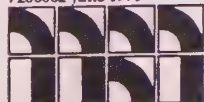
THIS ROADWAY SECTION IS FOR ILLUSTRATION PUPOSES ONLY. ACTUAL CON-  
FIGURATION MAY VARY AND WILL BE IMPLEMENTED ON A CASE BY CASE BASIS.

Exhibit C-7

## Sub-Urban Secondary Arterial Highway

Source: KHR Associates.

7200002-June 1991



## Santa Clarita General Plan City of Santa Clarita



### *Circulation Element*

9. The Sub-Urban secondary arterial highway, which incorporates a landscape median island, shall be the City's preferred standard. New raised median island breaks should be kept at a minimum and existing breaks should be reviewed periodically to determine the safety and utilization characteristics of said median breaks. Where appropriate, raised median islands should be constructed to prevent unwarranted and hazardous vehicular movements and to enhance the street environment.
10. Where road widening is necessary to meet anticipated traffic and there are existing residential homes fronting and taking vehicular access from the highway, consideration shall be given in the design of the widening to alternative safe access to the highway for the existing residents. The considerations could include but not be limited to frontage road, narrower street section, noise walls, alternating and joint accesses.

### **Limited Secondary Highways**

Limited secondary highways serve primarily to provide access to major and secondary highways and to move lower volumes of traffic. As such, these streets generally serve relatively small areas such as residential neighborhoods or local employment areas. Curb-cuts may be more numerous along limited secondary highways, although they should be minimized. On-street parking may be permitted where appropriate; however, traffic needs such as turn lanes should take priority. Residential units should not take direct access from these streets where possible. Limited secondary highways have a right-of-way to right-of-way width of 80' to 84'.

The following roadways have been designated by the City of Santa Clarita as Limited Secondary Highways:

- Bouquet Canyon Road north of the Angeles National Forest boundary
- Chiquito Canyon Road from SR 126 to Hasley Canyon Road

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- Cruzan Mesa Road from Whites Canyon Road to Sierra Highway
- Del Valle Road from Chiquito Canyon Road to Hasley Canyon Road
- Lake Hughes Road in Angeles National Forest
- Lost Canyon Road east of Sand Canyon Road
- Parker Road from Sloan Canyon Road to Ridge Route
- Pico Canyon Road from SR 126 to Valencia Boulevard
- Placerita Canyon Road from Sierra Highway to Sand Canyon Road
- Sand Canyon Road south of Placerita Canyon Road
- San Francisquito Canyon Road in Angeles National Forest
- Sloan Canyon Road from Hasley Canyon Road to Parker Road
- Tourney Road from Magic Mountain Parkway to Valencia Boulevard

For limited secondary highways the following circulation element standards are presented:

1. All limited secondary highways with an existing level of service lower than an "E" rating (i.e., level "F") should be considered for immediate improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.
2. All limited secondary highways with an existing level of service lower than a "D" rating (i.e., level "E"), and not covered by Item 1 above, should be considered for near-term improvement. These improvements will include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.
3. All limited secondary highways with an existing level of service lower than a "C" rating (i.e., level "D"), and not covered by Item 2 above, should be considered for long-range improvement. These improvements will



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include, at a minimum, curb and gutter improvements to ultimate design standards, installation of required number of travel lanes and appropriate parkway and median treatments.

4. As traffic growth warrants, all roadways classified as limited secondary highways should be reviewed on an annual basis to determine levels of service and if improvements are necessary. If improvements are necessary, they should be implemented to the extent warranted. This process should be integrated into the annual review of the Capital Improvement Program (CIP).
5. Where necessary, curbside or edge of pavement parking should be minimized. Areas where parking should be prohibited will include, but not be limited to, intersections, high generator driveways, school zones, crosswalks, fire stations, railroad crossings and adjacent to left turn pockets.
6. Where appropriate, new developments along limited secondary highways may enter into a reciprocal access agreement for the purpose of permitting future driveway elimination and consolidation.
7. Where possible, bike lanes should be removed and/or prohibited from limited secondary highways and located off-street. The elimination of on-street bike lanes will provide for the potential installation of additional travel lanes and will serve to increase vehicular and bicycle safety.
8. When appropriate, new and redeveloped projects along limited secondary highways should be reviewed for potential transit facility installations. These may include, but not be limited to, bus turnouts and bus shelters.
9. New median island breaks should be kept at a minimum and existing breaks should be reviewed periodically to determine the safety and utilization characteristics of said median breaks.

### **Collector and Local Streets**

Collector and local streets are not shown on any plan map. Collector and local street standards and policies are, however, maintained by the City's engineering office. In

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general, collector streets shall serve to link neighborhoods to the arterial streets, and should be planned to reduce street mileage while providing adequate service in accordance with the zoning and subdivision ordinances.

#### **Bikeway Master Plan**

The bicycle is experiencing more functional and recreational usage today than at any other time in recent history. While bicycles as a means of transportation have many positive benefits, such as decreased air pollution and increased personal physical fitness, there also are several adverse conditions related to traffic conflicts. These conflicts commonly arise because automobiles and bicycles normally use the same travel lane. Since the two means of transportation often come into conflict, it is essential that bicycles and automobiles be physically separated on highway streets whenever possible.

The bikeway plan proposed through this circulation element (see Exhibit C-8) identifies the need for future off-road facilities. Where practical, bike lanes should not be placed on the roadways which are primarily reserved for vehicular travel. Bike facilities should link regional and local recreational facilities as well multi-modal transit centers and employment and residential areas.

It is the policy of this plan that bicycle trails link schools, park facilities, major civic uses and employment centers wherever possible. Bicycle trails should not be formally established on local streets (e.g. painted lanes with no parking). Rather, trails should take advantage of off-road paths and flood control channels as appropriate. Where a facility such as a park or school can only be accessed by a local street, directional signs for bicyclists can be posted on local streets to provide direction.

Figure 8

# Proposed Master Plan of Bikeways



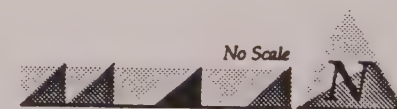
BIKEWAY ROUTES

7200002-June 1991



Santa Clarita General Plan  
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No Scale





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3. Require focused bus facilities in new developments. These "focused" improvements could include on-site terminal activity (i.e., mall locations), bus shelters and turnout bays adjacent to public right-of-way.
4. Provide centralized bus/rail/commuter information kiosk type posts for placement in heavy pedestrian and bus activity areas.
5. Establish commuter and high-speed rail station locations and develop and design plan for users to enhance commuter opportunities.

### **Truck Routes**

One of the primary goals of a Circulation Element is to provide for the safe and efficient movement of traffic and goods. To assist in the achievement of this goal, super-truck and regular truck routes are designated (see Exhibit C-9). Industrial uses require truck access for the delivery of raw materials or unfinished parts, the shifting of inventories and the delivery of finished products to the marketplace. Commercial uses require the delivery of sales goods to market and the transferring of commercial inventories.

Designate preferred super-truck and regular truck routes within the Circulation Element Plan serve to minimize the effects of truck traffic within the circulation system, including noise and reduced roadway and intersection capacity. Additionally, truck routes serve to identify additional structural requirements imposed on the arterial roadway system and minimize the effects of structural deterioration within the circulation system. Truck routes are planned to service the commercial and industrial components of the land use plan adequately and provide sufficient access to the regional freeway system. Generally, truck routes are placed away from residential and light retail commercial uses and function along roadways leading from industrial and business park uses.





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Truck routes shall be appropriately designated with street signs. In order to facilitate and maintain peak commuter traffic flows, truck travel should be encouraged during off peak periods. These off peak periods generally range from 9:00 a.m. to 4:00 p.m. and from 9:00 p.m. to 4:00 a.m.

### **IMPLEMENTATION PLAN OF THE CIRCULATION ELEMENT**

The City believes in and is committed to the implementation of this plan. Whereas, the goals and policies of the plan establish the general framework for future growth and development, actual realization of the plan can only be accomplished through the specific implementation of actions that the City subsequently undertake.

The primary tools with which the City should undertake to implement the Circulation Element of the plan should include:

- A valley-wide traffic model developed with a consensus approach between the City, County, and SCAG which incorporates this model into a growth management and monitoring program.
- Standards for right-of-way dedication and acquisition.
- Roadway improvement standards and programs.
- Bikeway and trail standards and programs.
- A comprehensive zoning ordinance which includes standards for parking and access.
- Transit improvement programs.
- Congestion management programs.
- Development agreements.

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- Capital improvement programs.
- Transportation facility improvement financing programs.

The City will prepare and adopt an implementation program which will be set forth in a separate document and will not be a part of the General Plan. The implementation program will set forth projects, programs, proposed ordinances and guidelines for development and will include priorities and schedules for the consideration and adoption of these subsequent actions. The implementation program will be a dynamic document containing specific implementations which will be periodically reviewed and updated to reflect changing conditions, needs and priorities.



# Human Resources Element



City of Santa Clara



## HUMAN RESOURCES ELEMENT

### INTRODUCTION

The Human Resources Element is an optional element of the General Plan. Section 65303 of the Governmental Code allows cities to incorporate optional elements which complement the State required elements. Once an optional element has been adopted, it has the same force and effect as a mandatory element. Optional elements can significantly expand the local government authority over particularly unique issue areas which may not be adequately covered in the mandatory elements.

The Human Resources Element provides a comprehensive review of existing facilities within the planning area. It identifies the need to create or expand programs to serve the needs of the Santa Clarita Planning Area. The Human Resources Element serves as a guideline to identify existing services and programs and/or identify the need for new services for all members of the community.

Human resources are the social services and social program aspects of the planning process. The provision of these services and programs are a multiple effort of many public and private agencies. Some services are provided in conjunction with specialized facilities and programs, such as child care, senior citizen care, health care and homeless shelters.

Most agencies and programs serving Santa Clarita residents are targeted to meet the needs of special populations such as children, senior citizens, the homeless, the disabled, minorities, and immigrants. There are two social service information telephone lines in the Santa Clarita Valley which provide information and referrals to human service agencies. The Community Hotline in the Santa Clarita Valley provides local assistance. "Info Line" in the San Fernando Valley refers to agencies throughout Los Angeles County and offers a multi-lingual staff available 7 days a week, 24 hours a day.

## **SOCIAL SERVICE PROGRAMS**

### **Child Care Programs**

In the 1980s the number of pre-school age children (0 to 5 years) increased by 79 percent. This increase represents a much faster rate than the overall population growth. The increase is attributed primarily to the large number of young families moving in to occupy the affordable housing in Santa Clarita. According to a report prepared by Planning and Design Solutions entitled "City of Santa Clarita Vision Statement," the amount of child care available in the Santa Clarita Valley (zip codes 91321, 91350, 91351, and 91355) is well below estimates of demand. In particular, shortages are critical for infant and after school care. In 1987, there were approximately 2,000 spaces to accommodate over 6,000 children. This trend is expected to continue as long as Santa Clarita continues to be an attractive and relatively affordable place to live. It becomes increasingly more important to ensure adequate child care facilities throughout the planning area.

A wide variety of child care programs are available throughout the Santa Clarita Valley. They include preschool, cooperative, full-daycare preschool, school-age child care, year-round care, infant (6 weeks to 2 years) care, parent-toddler programs, kindergarten, and special education. From a survey conducted in early 1990, it was determined that there were 128 licensed child care facilities throughout the planning area. The specific child care facilities include:

- 25 full-day centers (6 include infants under 2 years)
- 1 half-day center
- 1 lab school
- 1 special needs
- 10 before-and-after-school programs
- 5 half-day co-ops
- 4 Mom and Me programs
- 81 family care homes



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The majority of child care in the Valley serves the 2 to 5 age group, leaving the parents of infants and after school children with few options. The child care needs of the Santa Clarita Valley will only increase with the projected population growth. Shortages in the past have prompted representatives from the City of Santa Clarita, College of the Canyons, YMCA, Newhall Land and Farming Company, and local citizens in 1989 to convene the Santa Clarita Valley Child Care Task Force. As a result, three working subcommittees were formed: Community Education, Resource and Referral, and Family Daycare. The primary goal of the task force was to improve the affordability, availability, and quality of child care in the Santa Clarita Valley and to promote an understanding and lay a foundation for child care options within the community.

Shortly after 1989, the City of Santa Clarita applied to the California State Department of Education for a Local Coordination Grant. The grant was awarded to the City for the purpose of funding a six-month child care coordinator position; performing a needs assessment to identify current available services, as well as child care needs in the community; supporting a local child care resource and referral office; establishing a technical committee to examine zoning, permit, and leasing procedures in order to streamline the permit and review process for child care facilities; developing a consortium to develop private-public partnerships for development and funding of child care programs and facilities; and development of a long-range plan for child care in the Santa Clarita Valley.

### **Senior Citizen Programs**

The 1980 Census indicated that 4,401 persons or 5.7 percent of the Santa Clarita planning area's population was 65 years of age or older. According to Urban Decision Systems, the number of persons 65 years of age or over in 1988 was estimated to be 6.3 percent of the area's population.

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The Santa Clarita Valley population of seniors over 65 years old is expected to increase over 37 percent from approximately 4,401 in 1980 to 6,100 by 1994, according to Donnelly Marketing Information from "American Profile" of May 1, 1989. Of the 22,000 people over the age of 60 projected to be living in the Santa Clarita Valley by 1994, 27 percent will be over 75 years old. This age group has the greatest need for specialized resources.

The Santa Clarita Valley Committee on Aging and the American Association of Retired Persons prepared a 1990 report titled, "A Guide to Local Housing for Older Persons." This manual lists senior citizen housing and supportive service options currently available in the Santa Clarita Valley.

One of the most visible services for seniors is the Santa Clarita Valley Senior Center located at 22900 Market Street in Newhall. The Santa Clarita Valley Senior Center is open Monday through Friday from 8:00 a.m. until 4:30 p.m. and provides a variety of services and programs to the senior citizens in the area. The center is a non-profit organization funded by Los Angeles County, the Older Americans' Act, and private donations. Activities and services provided by the center include daily hot meals, home-delivered meals, transportation, counseling programs, exercise classes, and many more activities designed for senior citizens.

Other supportive services for seniors are as follows:

- **Congregate Care Facilities.** Specially designed facilities with living units for older persons that include a bedroom, bathroom, and kitchenette. Meals are served in a central dining room, and housekeeping, transportation, and personal care services are available. The Valley offers two local congregate care facilities.
- **Group Residences.** A home or apartment that provides three or more people with individual bedrooms and a common living area, owned or leased by a local public agency or private enterprise. The agency provides the home with staff and services that may include meals, laundry, and cleaning. The planning area houses no group senior residences.

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- **Board and Care Homes.** A small group living arrangement for adults of all ages, not strictly for older people, providing rooms, meals, housekeeping, and personal care services for its residents. The planning area offers local board and care homes.
- **Nursing Homes.** Long-term health care facilities generally provide either intermediate and/or skilled levels of care. Each level of care varies in cost and the extent to which it is covered by private insurance, Medicare, and Medicaid. There are two facilities located in the planning area.

### **The Homeless Population**

Persons requiring emergency shelter can be divided into two categories: (1) those who require temporary shelter because of damage to their place of residence (through flood, fire, and earthquake), and (2) those who are homeless. Homeless persons, according to the California Department of Housing and Community Development (HCD), are defined as those persons whose nighttime residence is either a temporary shelter or a public or private space not designed for shelter.

Public and private social service agencies, such as the Red Cross, typically respond to the need for shelter in the case of fire or natural disaster. According to the Los Angeles County Sheriff's Department in Santa Clarita, all public buildings in Santa Clarita are available to provide temporary quarters when needed. When an emergency arises, a public building close to the affected location is chosen, and an agency, usually the Red Cross, sets up a temporary shelter.

A program has been recently set up through the Santa Clarita Valley Interfaith Council to provide shelter for homeless persons. Persons requiring shelter are referred to San Fernando Valley facilities which accept them on a space available basis. There are also a small number of shelters that provide services to any Los Angeles County resident. However, their locations in Lancaster, Santa Monica, and Hermosa Beach are not easily reached by the planning area's homeless.

**HEALTH CARE PROGRAMS AND FACILITIES**

The Santa Clarita Valley Council for Health conducted a survey regarding available health care services and needs in the Valley. This April 1990 report, "Survey of Health Care Services: Trends Analysis," surveyed 15 public, private, and nonprofit health care providers regarding medical care, mental health, emergency needs, and other health services. According to the survey, there are adequate resources and referrals available for medical care. The survey included medical care services such as well care/screening; adult care; specialty medical care; pediatrics; and dental care. Medical services are available for cash-paying and insured clientele, however, it is difficult for low income, noninsured, and Medi-Cal patients to obtain these services.

Mental health care includes services from County and state providers, specific public agencies, and private companies. The survey found that some services have eligibility requirements and, as a result, services are not available to the general population. It was also noted that in-person assistance, based on wait time and distance, is inadequate.

County and state services utilized in the planning area, according to the survey, include social services, child protective services, and adult protective services. The following services are available dependent on eligibility and are not available to the general public: drug testing, crisis child care, employment placement training, and handicapped/disabled services. The following services are available to specific sectors of the population:

- Credit/debt counseling
- Shelter
- Crisis sick care
- Crisis nursery
- Low cost legal aid

The Henry Mayo Newhall Memorial Hospital offers mental health care services for in-patient substance abuse and emergency psychiatric assistance. The survey noted adequate resources in the planning area for food and clothing, while emergency shelter needs are



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met by available services provided by the state. The following miscellaneous health services are also available in the planning area:

- Family planning/prenatal care
- Health education (disease/parenting/prevention)
- Optometry
- Hearing/speech problems
- Nutrition counseling

In summary, the Santa Clarita Valley Council for Health concludes that there is a need for a more comprehensive referral information and coordination system within the community. Most service agencies are suffering from a lack of funding and a lack of public and professional awareness.

### **Medical Services**

Four hospitals serve the Santa Clarita planning area: Henry Mayo Newhall Memorial Hospital and the Newhall Community Hospital located in the Santa Clarita Valley, and Holy Cross Hospital and Kaiser Permanente Hospital located in nearby northern San Fernando Valley. The Valley is also served by the Santa Clarita Convalescent Hospital in Newhall.

Henry Mayo Newhall Memorial Hospital in the Valencia community is the Valley's largest medical facility. It is a public hospital and has been designated as a regional trauma facility by Los Angeles County. The facility includes 133 beds for inpatient care. In April 1990, the hospital expanded by adding 114 new beds. It is expected that 247 beds will be adequate for the hospital to meet the needs of the Valley. Inpatient and outpatient services are available at the hospital. The hospital's community outreach programs include a stop-smoking clinic, chemical dependency recovery unit, classes in CPR, diabetes maintenance, new parenting, and free diagnostic screenings.

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Newhall Community Hospital and Clinic in the Newhall community offers medical services on a smaller scale. Hospital staff includes three doctors specializing in surgery, cardiology, and general practice. No emergency service is available.

Holy Cross Hospital in Mission Hills (in the San Fernando Valley) has been serving Santa Clarita Valley residents for more than a quarter of a century. The 259-bed acute-care facility is one of eight hospitals nationwide run by the Sisters of the Holy Cross, one of the nation's largest nonprofit healthcare systems. Another large medical facility in the northern San Fernando Valley is Kaiser Permanente Medical Center in Panorama City. These facilities also offer a wide range of medical services.

The Santa Clarita Convalescent Hospital in the Newhall community, specializing in senior care, offers a 99-bed facility to the Valley. Patients with less acute medical needs can be served by smaller medical centers, such as First Care Walk-in Medical Group in Canyon Country and Saugus, Valencia Health Center in Valencia, Complete Care in Newhall, and the Canyon Walk-in-Medical Center.

Mental health care is provided by a number of family counseling and mental health clinics and professionals specializing in drug and alcohol abuse treatment, and acupuncture, chiropractic, weight control, and biofeedback therapy and training.

Ambulance service is provided by Santa Clarita Ambulance.

### **EDUCATIONAL AND CULTURAL OPPORTUNITIES**

The Santa Clarita planning area provides a variety of social, cultural, and educational facilities and opportunities for all sectors of the population. There are many community-based organizations and clubs which offer opportunities to all members in the Santa Clarita Valley; public and private elementary, junior, and senior high school and colleges;

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public libraries; movie theaters; recreational facilities; and places of religious worship for over 28 different faiths.

### **Community-Based Organizations**

There are many different community based clubs and organizations in Santa Clarita. The organizations cover a wide range of interests, including political, professional, senior, veterans, art and music, women's and men's groups, hobbies and sports, youth, parents, health, and social organizations.

### **Educational Facilities**

The Santa Clarita Planning Area is comprised of 26 public elementary schools, 3 public junior high schools, 3 public senior high schools, 3 colleges, and numerous preschools and private schools. The six local school districts which serve the area are William S. Hart Union High School District, Newhall Elementary School District, Saugus Elementary School District, Sulphur Springs Union School District, and Castaic Union School District.

The rapid growth in Santa Clarita in the 1980s has resulted in a tremendous increase in demand on the public school system. The majority of the elementary schools are overcrowded and the demand has continued to increase in the 1989-1990 school year (see Public Services Element). Enrollment has exceeded capacity and there is limited room for expansion.

Junior and senior high schools have not yet experienced the overcrowding that has occurred at the elementary schools. However, the enrollment at the senior high schools has exceeded capacity in 1990. There are plans to build a new high school in Valencia, however, in early 1990 the school district has not yet begun to build. With the rapid

## *Human Resources Element*

increase in elementary school age children, enrollments at the junior high schools are expected to exceed capacity soon. To meet projected future needs by 2010, there will be a need for three additional junior high schools.

In addition to services offered by the public schools, the Santa Clarita Chamber of Commerce supports programs in a partnership with private businesses. These programs include a Business Education Partnership for junior high school students, the annual Santa Clarita Valley Teacher Tribute honoring local educators, and a scholarship program for high school students.

Two adult schools are located in the City of Santa Clarita. The Golden Oak Adult School has offices located on 24823 Walnut Street. The classes are held in many locations throughout the Valley. The Learning Post is located at 26065 Bouquet Canyon Road.

The three colleges in the City that offer 2- and 4-year degree programs in the Santa Clarita planning area are the California Institute of the Arts (CalArts), College of the Canyons, and Master's College.

California Institute of the Arts (CalArts) is the nation's only fully accredited visual and performing arts college. Located on a 60-acre campus, this college provides a center for entertainment and intellectual growth. CalArts owes its existence to the generosity of Walt Disney through a partnership with the Los Angeles Conservatory of Music and the Chouinard Art Institute.

College of the Canyons, located on 158 acres in Valencia, is a fast-growing, fully-accredited 2-year community college. Between 1982 and 1990, enrollment grew by 2,410 students to reach a total of 5,900. If the growth trend continues at its current rate, the 1997 enrollment is expected to be 12,149. Expansion plans for the school include classrooms, a library, a computer center, a fine arts building, a performing arts theater,



## *Human Resources Element*

an administration building, a small gymnasium, and other recreational facilities. As part of the expansion plans, existing classrooms and laboratories will be remodeled. The college offers instructional programs for Associate Degrees, certificates, college transfers, short-term technical training, and development studies. College of the Canyons also offers other college programs and services which include career exploration, student development, economic development, community services, disabled student programs, and tutorial programs.

Master's College is a private Christian-oriented 4-year liberal arts school. It is located on 43 acres in Placerita Canyon and has an enrollment of 863 students. The college offers Bachelor of Arts (BA) and Bachelor of Science (BS) degrees for 13 different liberal arts majors. Future plans for expansion are limited with the maximum enrollment set at 1,200 students.

### **Cultural Opportunities**

The Santa Clarita Valley Arts Council sponsors and supports various art and cultural activities in the planning area. The council is involved in such events as drama and opera productions, musical concerts, and the visual arts. CalArts also offers local residents concerts, plays, and dance productions.

The public libraries that serve the Santa Clarita Valley are operated by Los Angeles County. The libraries are located in Valencia, Canyon Country, and Newhall. Section 6, the Public Services, Facilities, and Utilities section, provides a more detailed discussion of library services in the planning area. The nature of library service has evolved considerably in recent years to include new functions and new equipment for making information available. New services, such as record lending and telephone references, have been added, and there has been a growth in out-of-library services, such as computer access, books-by-mail, and exhibits.

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The Public County Library is a special district almost wholly dependent on the property tax. Revenue shortfall after Proposition 13 has forced a significant cutback in library service levels. The capital outlay fund has been eliminated and no other public library funding has been available for capital construction. Alternative financing methods to augment the property tax include Mello-Roos Community Facilities Districts, developer impact fees, or developer agreements.

Within the Santa Clarita planning area there are many places of worship for a wide range of beliefs. These include: Assemblies of God, Baha'i, Baptist, Roman Catholic, Christian, Christian Science, Church of Jesus Christ of Latter Day Saints, Episcopal, Evangelical Free, Gospel, interdenominational, Jehovah's Witness, Judaism, Lutheran, Missionary, Nazarene, nondenominational, Presbyterian, Religious Science, Seventh-Day Adventist, Southern Baptist, United Methodist, and Universal Life. The majority of the churches and temples occupy their own permanent structures. However, the rapidly increasing cost of land has forced some congregations to explore other locations in which to hold their services. This trend, observed in many places characterized by rapid growth, has resulted in services being held in places such as store fronts in Santa Clarita.

### **GOALS AND POLICIES**

The goals and policies of this element focus attention on the provision of human services within the Valley. These services and the related facilities and required funding must be considered in conjunction with all development and redevelopment in the planning area. The three goals and their related policies will result in an enhancement of the quality of life within the planning area for the existing and future residents. It is recognized that the primary responsibility for social services rests with the County of Los Angeles. The following addresses the remaining unmet need:

## *Human Resources Element*

### **Human Services and Facilities Required to Serve Existing and Future Development**

**GOAL 1:** To encourage adequate social service programming for existing and future residents responsive to the needs of diverse populations, including, but not limited to, families with children, seniors and the frail elderly, minorities, persons with disabilities, immigrants, and the homeless.

- Policies:**
- 1.1 Coordinate an effective and responsive social services delivery system.
  - 1.2 Work with social service providers to evaluate and develop service methods to assure that the City's social services meet a high standard.
  - 1.3 Periodically monitor human services needs through population trend analysis, needs assessment analysis, public hearings, and other means.
  - 1.4 Encourage cooperative and supportive relationships between the City, private agencies, and other social service providers to avoid duplication in the provision of similar social services.
  - 1.5 Provide human service information to the community through community-based organizations and coordination with private service providers.
  - 1.6 Promote services which are responsive to the needs of families and children.
  - 1.7 Encourage volunteer assistance in City programs, such as parks and recreation.
  - 1.8 Encourage City departments working with the Hispanic and other non-English speaking populations to have multi-lingual staff available.
  - 1.9 Monitor availability of and encourage development of Headstart and literacy programs.
  - 1.10 Continue and retain a permanent child care coordination office.
  - 1.11 Work with the private and public sources of child care to monitor and evaluate child care needs and develop appropriate policy responses to those needs.
  - 1.12 Evaluate zoning codes to permit or conditionally permit child care centers and homes in any zone in which they are needed.

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- 1.13 Encourage the provision of child care programs and/or facilities for public employees.
- 1.14 Encourage all major employers to provide child care provisions for their employees.
- 1.15 Evaluate the feasibility of providing and staffing public facilities for child care in conjunction with city parks and recreation programs.
- 1.16 Encourage the establishment of after-school parks and recreation programs that would accommodate children in elementary school and junior high-school.
- 1.17 Facilitate the regulatory process to include working with federal, state and County agencies to concurrently inspect and process approvals for local health, fire department, and building safety in an expedient time frame.
- 1.18 Monitor the needs of the homeless and encourage assistance through appropriate programs and shelters.
- 1.19 Conduct a study analyzing the feasibility of a Child Care Ordinance and/or development impact fees.
- 1.20 Recommend criteria and standards for inclusion of child care facilities in future development.
- 1.21 Encourage the development of recreation programs targeted to meet the needs of senior citizens, handicapped, youth, teens, and to prevent the proliferation of gangs.

## **Health Care Services and Facilities**

**GOAL 2:** To promote the provisions of a broad range of high quality health care services to meet the existing and future needs of City residents.

- Policies:**
- 2.1 Encourage health care services and programs which serve all segments of the population, including, but not limited to, lower income families, seniors, immigrants, homeless, handicapped, and the developmentally impaired.
  - 2.2 Seek health care facility and program funding from County, state, federal, and private sources.



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- 2.3 Assess and monitor specific health care needs of the community and encourage facility development in the appropriate areas.
- 2.4 Encourage the development of medical care facilities balanced throughout the City.
- 2.5 Encourage the development and continuation of programs for seniors, children, families, and handicapped persons, including, but not limited to:
  - Transportation/Dial-a-Ride for the elderly and handicapped
  - Anti-Drug & Alcohol and illiteracy prevention education programs
  - Daycare programs and facilities for children, seniors, and those with special daycare needs
  - Wellness and medical screening programs to avoid major health care emergencies
- 2.6 Establish standards for ambulance service.
- 2.7 Encourage the siting of public health clinics near target populations and/or public transportation routes.
- 2.8 Advocate and assist in the coordination of programs for the aged.

### **Cultural Opportunities**

**GOAL 3:** To encourage the development of a wide range of community and cultural activities throughout the planning area.

- Policies:**
- 3.1 Encourage the establishment of community-based organizations and develop community gathering areas which promote a variety of cultural activities in the planning area.
  - 3.2 Preserve and enhance designated significant historic assets and other structures and amenities which provide community focal points and which broaden the cultural and preservation opportunities within the City.

## *Human Resources Element*

- 3.3 Encourage and support where practical communitywide cultural programs for all ages such as:
- Cultural education programs
  - Art in public places programs, funding from 1 percent of the estimated value of new nonresidential development.
  - Art programs and classes in schools
- 3.4 Encourage the use of community arts in public places, such as schools and libraries.
- 3.5 Encourage cable television to provide public access programs and broadcasts of public meetings.
- 3.6 Consider the establishment of a cultural center for art, music and other cultural activities.
- 3.7 Consider recognition of sister cities to learn more about different cultures and governments.

## **Education**

**GOAL 4:** To encourage improved educational and training opportunities and services for the people throughout the planning area.

- Policies:**
- 4.1 Promote job education and training at the secondary school and junior college level.
- 4.2 Encourage and promote substance abuse and rehabilitation programs at high school, junior college, college, and the work forces through coordination with City staff, service organizations, school districts, the sheriff department, and related agencies.
- 4.3 Work with the school districts to promote improvement of the level of aptitude of high school and junior college students both academically and vocationally to surpass state and national standards.
- 4.4 Encourage establishment of Head Start or similar programs.
- 4.5 Establish a citizen group to explore the feasibility of attracting a university to the City.

- 4.6 Encourage the establishment of trade-technical schools.

**Childcare**

**GOAL 5:** To encourage the development of affordable and quality daycare for the children of the Santa Clarita Valley.

- Policies:**
- 5.1 Work with the private and public sources of childcare to monitor and evaluate child care needs and develop policy responses to these needs.
  - 5.2 Evaluate the feasibility of including childcare uses and homes in the zoning or conditional use permit ordinance by right in any zone in which they are needed.
  - 5.3 Encourage the provision of child care programs and/or facilities for public employees.
  - 5.4 Encourage all major employers to provide childcare provisions for their employees.
  - 5.5 Evaluate the feasibility of providing and staffing public facilities for child care in conjunction with city parks and recreation programs.
  - 5.6 Encourage the establishment of afterschool parks and recreation programs that accommodate elementary and junior high children.
  - 5.7 Facilitate the childcare regulatory process by working with the state and county to develop a system in which the licensing and inspection and the approvals for local health, fire department and building safety can be coordinated in a reasonable amount of time.
  - 5.8 Prepare a study to analyze the feasibility of the establishment of development impact fees.
  - 5.9 Recommend criteria and standards for inclusion of childcare facilities in future development.
  - 5.10 Continue a permanent child care coordination office.
  - 5.11 Study the feasibility of establishing a Parenting Resource Center.

## **Gangs**

**GOAL 6:** To prevent the formation, migration and proliferation of gangs in the Santa Clarita Valley.

- Policies:**
- 6.1** In conjunction with the Sheriff's Department, school districts, social service agencies and the community, prepare and implement a Gang Prevention Plan.
  - 6.2** Study the feasibility of using GAP officers from the county probation department to track and monitor high risk youth.
  - 6.3** Facilitate the mainstreaming of ethnic groups into traditional sport and recreation activities so they may acquire the skills for future success.
  - 6.4** Maximize recreational opportunity in neighborhoods not having access to parks and facilities through the use of innovative programs such as the parkmobile.
  - 6.5** Expand the existing drug education and gang education programs to include an element on graffiti prevention.
  - 6.6** Continue to support the voluntary efforts of the Graffiti Removal Committee.
  - 6.7** Continue to support the efforts of Dapec.

## **Community Maintenance**

**GOAL 7:** To stimulate pride in the appearance of our community and improve the quality of life.

- Policies:**
- 7.1** Continue to support the upgrading of neighborhoods through rehabilitation programs.
  - 7.2** Continue to support the Community Service Center.
  - 7.3** Make a concerted effort to remove abandoned vehicles from the street, vacant lots and streams of the valley.
  - 7.4** Formulate a public information and cooperation program to prohibit parking on street sweeping days so that we may maximize this important tax payer supported activity.



## *Human Resources Element*

- 7.5 Provide a consistent pattern of code enforcement in the city.
- 7.6 Provide advertising and information on the City Home improvement grants for neighborhoods.
- 7.7 Promote neighborhood cooperation to clean up areas through neighborhood meetings and contact from the city.
- 7.8 Support the efforts of the Santa Clarita Pride Committee.

### **IMPLEMENTATION OF THE HUMAN RESOURCES ELEMENT**

The City believes in and is committed to the implementation of this plan. Whereas the goals and policies of the plan establish the general framework for future growth and development, actual realization of the plan can only be accomplished through the specific implementing actions that the City subsequently undertakes.

With respect to human or social services, the primary responsibility rests with the County of Los Angeles. However, the City is concerned about human resources and intends to establish a human services function within the City organization. The primary tools with which the City should undertake to implement the Human Resources Element of the plan include:

- City/County cooperation
- Child care programs
- Senior citizen programs
- Recreational programs
- Community Development Block Grants
- Public/Private Partnerships

The City will prepare and adopt an implementation program which will be set forth in a separate document and will not be a part of the General Plan. The implementation program will set forth projects, programs, proposed ordinances, and guidelines for development and will include priorities and schedules for the consideration and adoption

*Human Resources Element*

of these subsequent actions. The implementation program will be a dynamic document containing specific implementations which will be periodically reviewed and updated to reflect changing conditions, needs, and priorities.

Public Services  
Facilities, and Utilities  
Element



City of Santa Clarita





## PUBLIC SERVICES, FACILITIES, AND UTILITIES ELEMENT

### INTRODUCTION

The Public Services, Facilities, and Utilities Element is an optional element of the General Plan. Section 65303 of the Governmental Code states that cities may incorporate optional elements to complement those state required elements. The Government Code does state that once an optional element has been adopted, the optional element has the same force and authority as the State required elements. Inadequate or insufficient infrastructure is a major factor relating to the amount and pace of new development. The Public Services, Facilities, and Utilities Element is a comprehensive review of the existing services and facilities within the City. The element identifies and evaluates existing infrastructure, as well as the needs and concerns that are associated with the current and projected population. This element applies to public services and utilities when not preempted by California Public Utilities Commission regulations.

Public services are provided in the Santa Clarita planning area by both public and private utility companies, through a number of special districts, and by the County of Los Angeles. Rapid growth within and around the City have facilities and services functioning at or near current capacity levels. In addition, service providers are constrained by the availability of financial resources to improve and expand existing facilities and services.

This section summarizes the demands on service providers and the resources available to the Santa Clarita Valley. A full discussion is included in the Background Report. The services addressed herein include:

- Water Service and Supply
- Sewage Collection and Treatment
- Storm Drainage

## *Public Services, Facilities, and Utilities Element*

- Solid Waste Collection
- Gas and Electric Services
- Communication Services
- Schools
- Library Services
- Medical Services
- Law Enforcement
- Fire Protection

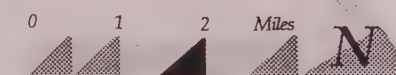
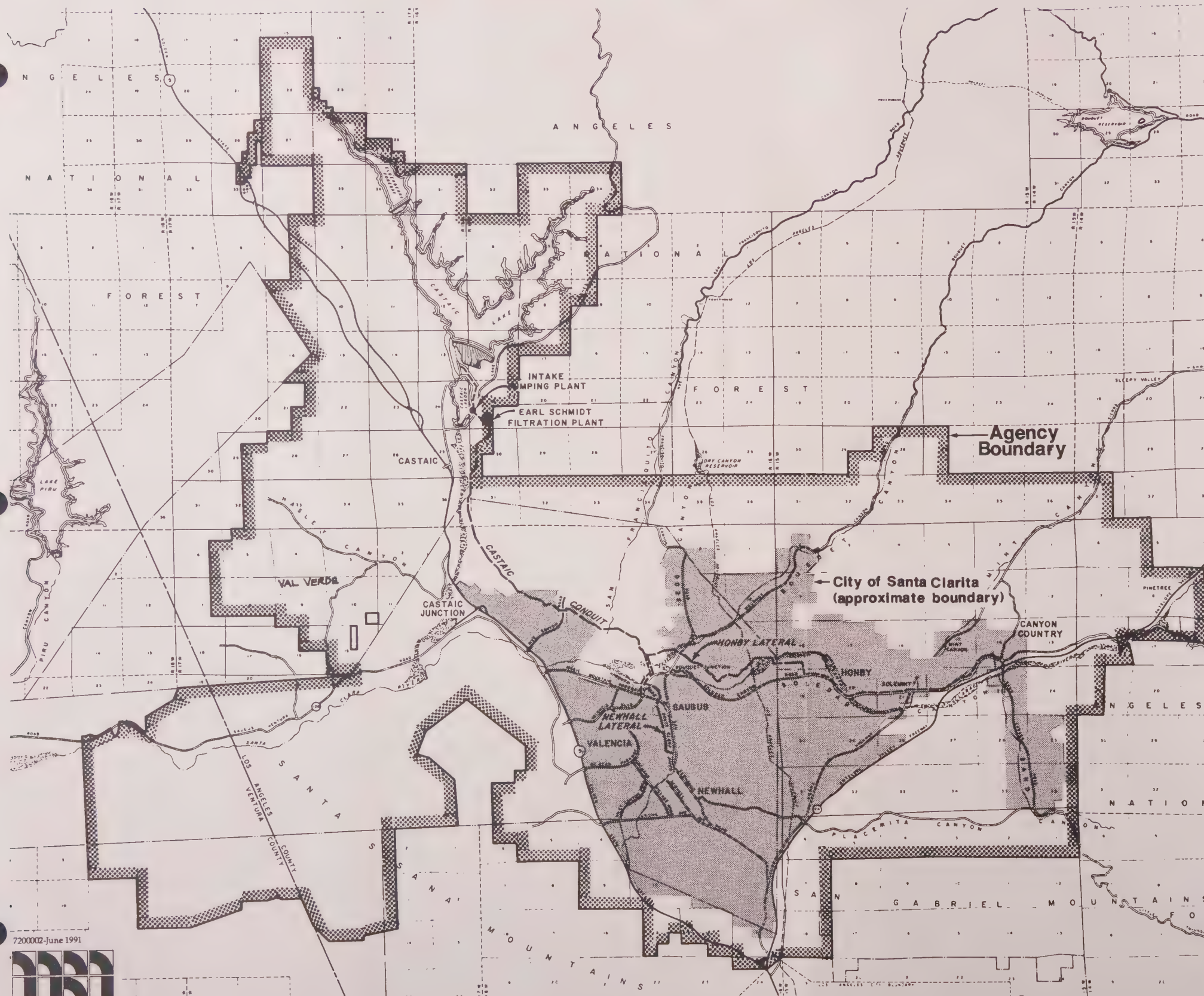
### **WATER SERVICES AND SUPPLY**

#### **WATER AGENCIES**

The Castaic Lake Water Agency (known as the Upper Santa Clara Valley Water Agency until 1970) was formed by a special act of the State Legislature in 1962. The Castaic Lake Water Agency (CLWA) was formed to obtain a supplemental water supply and provide the necessary treatment and conveyance facilities to deliver supplemental water on a wholesale basis to retail water purveyors serving the Santa Clarita Valley. The service area of the CLWA, represented in Exhibit PF-1, covers 190 square miles including the major portion of the Santa Clarita Valley and 12 square miles in Ventura County. At present, these retail water purveyors include the Santa Clarita Water Company, Valencia Water Company, Newhall County Water District, and Los Angeles County Waterworks District No. 36. The retail water purveyors service area is outlined in Exhibit PF-2.

CLWA owns and operates water conveyance pipelines and water treatment facilities which supply water to local water purveyors within its boundaries. The facilities, as shown in Exhibit PF-1, consist of the Castaic Pumping Plant at Castaic Lake, the Earl Schmidt Filtration Plant (Castaic area), and the Castaic Conduit and Newhall and Honby Laterals, which are the pipelines used to deliver water to the purveyors.

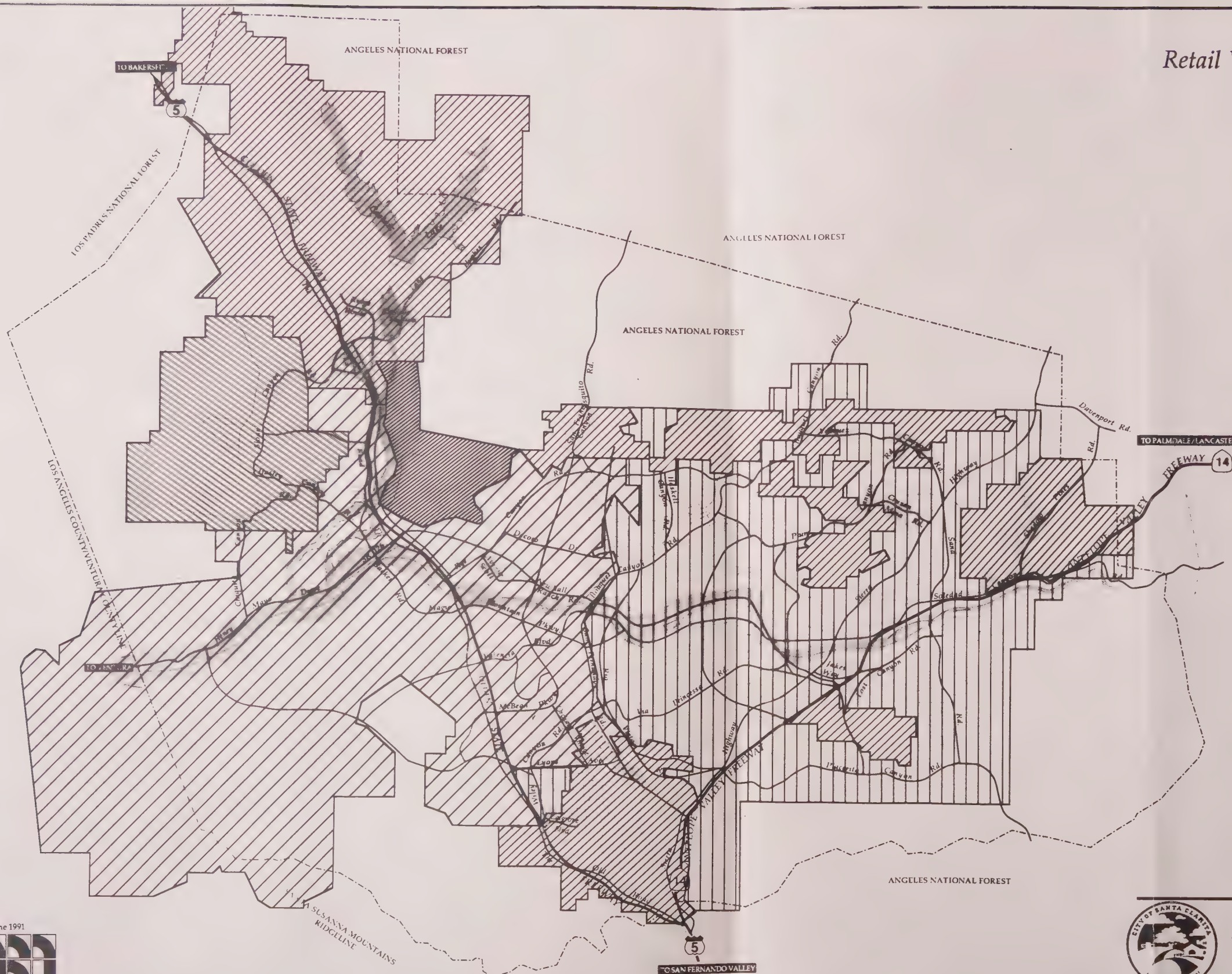














# Retail Water Purveyors Service Area



## Legend

-  Newhall Water District
-  Los Angeles County Waterworks District No. 36
-  Santa Clarita Water Company
-  Valencia Water Company
-  Los Angeles County Wayside Honor Rancho
-  Mountains or Areas not within a District

Source: Kennedy/Jenks/Chilton, January 1990.



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### *Public Services, Facilities, and Utilities Element*

The CLWA also plans to begin construction of a new 90 mgd treatment plant in the Saugus area. This new facility will provide greater system capacity. The first 30 mgd phase is scheduled to open in 1992. The treatment plants are designed to treat state project water to comply with turbidity and disinfection requirements of the State Department of Health Services. Ground water meeting the State Department of Health Services water quality standards does not require treatment other than chlorination.

The CLWA is governed by an 11-member Board of Directors; each director serves a 4-year term. Each of the four member water purveyors appoints a director; the remaining seven are elected.

## **SOURCES OF WATER**

### **Existing Conditions**

The Santa Clarita Valley relies on local groundwater supplies for domestic, commercial, and agricultural uses; preservation and conservation of these resources must be paramount in the minds of land use planners. Existing and proposed land uses and operations must consider the consequences that may result if they contribute to the degradation of either groundwater or surface water that are used to replenish groundwater supplies. Table PF-1 shows the sources and service providers for the City.

The primary sources of water in the planning area are the State Water Project and groundwater pumped from the upper alluvial aquifer. The current contract entitlement of the State Water Project is 41,500 ac-ft per year, however, it should be emphasized that the amount of water from the State is variable from year to year and may be cut drastically as in the 1991 drought condition whereby this area's entitlement was reduced



*Public Services, Facilities, and Utilities Element*

to 5 percent of normal. State Water Project facilities and the Castaic Lake Reservoir are adequate to receive the full 41,500 ac-ft/yr entitlement. Current capacity of the Earl Schmidt treatment plant is only 28,070 ac. ft. (25 mgd); however, the plant can be operated at up to 31 mgd for short periods without adverse affects on water quality.

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**TABLE PF-1**  
**1989 WATER USE**

<u>Service</u> <u>Connections</u>	<u>Los Angeles County</u>	<u>Local</u> <u>Groundwater</u> <u>(ac ft/yr)</u>	<u>State</u> <u>Water Project</u> <u>(ac ft/yr)</u>	<u>Total</u> <u>ac ft/yr</u>
5,825	Newhall County Water District	7,055	428	7,483
18,000 <sup>a</sup>	Santa Clarita Water Company	5,785	13,060	18,845
13,396 <sup>b</sup>	Valencia Water Company	8,806	7,943	16,749
<u>623</u>	Los Angeles County District No. 36 (Val Verde)	<u>0</u>	<u>457</u>	<u>457</u>
37,844	Total	21,646	21,888	43,534

a Increasing service connections at a rate of 50 to 100 per month.

b 12,862 are metered accounts, 299 are fire connections, and 235 are flat rate connections.

Sources: Glenn Reiter and Associates 1990; Newhall County Water District, Santa Clarita Water Company, Valencia Water Company, Valencia Water Company and Los Angeles County District No. 36.

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**SEWAGE COLLECTION AND TREATMENT**

**Existing Demand**

In 1989, the Santa Clarita Valley produced 92 gallons per capita of sewage per day according to "Growth Trends and Infrastructure Analysis." The effluent was handled by two Los Angeles County Sanitation Districts. District No. 26 serves the Saugus, Placerita, and Canyon Country areas and District No. 32 serves the Newhall and Valencia areas (Exhibit PF-3). In 1989, it had approximately 36,953 commercial and industrial service connections which produced an estimated 4.5 mgd of effluent.

**Existing Capacity**

Septic tanks, rather than community sewers, were used in the Santa Clarita area until about 25 years ago due to the area's mountainous terrain and rural character. Today, almost all of the urbanized area is served by sewage collection systems and treatment plants. The wastewater collection system is composed of 8-inch clay, concrete, and plastic service connections feeding into primary and secondary collectors, or pipelines, that flow into the main trunk lines to the waste treatment plants (Exhibit PF-3). Several areas such as the Solamint, Sand, and Placerita Canyons and the Val Verde and Romero Canyon areas are still served by individual septic tanks.





District No. 26 operates the Saugus Water Reclamation Plant at 26000 Springbrook Avenue. This plant provides secondary level treatment of sewage (primary sedimentation and activated sludge processing). The effluent is chlorinated before being discharged into the Santa Clarita River. This plant was constructed in 1962, and expanded in 1967 to a design capacity of 5.0 mgd.



Exhibit PF-3  
Sanitation Districts and  
Main Sewer Lines



Legend

-  Areas Served by District 26
-  Areas Served by District 32
-  District 26 Trunk Sewers
-  District 32 Trunk Sewers

Source: Los Angeles County, May 1990



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### *Public Services, Facilities, and Utilities Element*

The Valencia Water Reclamation Plant, operated by District No. 32, is located at 28185 The Old Road, Santa Clarita. It is a tertiary treatment plant, which involves filtered chlorination, dechlorination, and pressed filtering of sewage before the effluent is released into the Santa Clarita River. The Valencia plant was constructed in 1966 and expanded to its 1989 capacity of 7.5 mgd. Currently, the Valencia plant also serves new developments west of Highway 5. Because this area is downstream from the plant, wastewater must be pumped to the water reclamation plant.

A joint powers agreement between District No. 26 and District No. 32 facilitated the connection of the Saugus Plant to the Valencia Water Reclamation Plant to accommodate the increased demand in the District No. 26 service area. Because of this interconnection, both plants can provide currently adequate service to the entire sewered area of the valley. The combined operating demand of the two plants together is 85.6 percent of capacity.

#### **Future Capacity**

Currently, the two wastewater treatment plants have a combined capacity of 12.5 mgd. However, the treatment capacity of the Saugus plant is planned to be increased to 6 mgd in 1991, and the Valencia plant is to be increased to 10.8 mgd by 1992 and 16.5 by 1993. This will bring the combined capacity of the two plants to 22.5 mgd by 1993. However, the plants' operating permits limit processing to 19.1 mgd. In order to function at full capacity in 1993, the Los Angeles County Sanitation Department must apply for a new National Pollution Discharge Elimination System Permit (Los Angeles Sanitation District, phone conversation, April 1990). Moreover, plans for a third westside reclamation plant to serve developments west of I-5 are in the preliminary stages.

**STORM DRAINAGE**

The ultimate destination for storm water runoff from the City of Santa Clarita is the Santa Clara River. Average rainfall in the 630-square-mile watershed area of the Santa Clara River is approximately 17 inches per year in the flat lands, and slightly more than 20 inches per year in the mountains. The average annual unimpaired runoff at the western boundary of the drainage area is greater than 25,000 acre-feet per year. The Safety Element identifies flood hazards in the planning area as defined by the Federal Emergency Management Agency (FEMA).

Since the 1960s, there has been a substantial increase in urbanization within the Valley, primarily as a result of "spillover" population from the Los Angeles Metropolitan area. When land is developed and covered by buildings, streets, and parking lots, there is less pervious land, such as fields and lawns, where rainfall can percolate into the ground. With the new urban growth and commensurate increase in impervious area, greater stormwater runoff flows have resulted. With storm flows exceeding drainage channel capacity, the once stable natural drainage channels can become eroded or overflow and cause localized flooding. To manage the stormwater runoff problem, the Los Angeles County Flood Control District improved a number of channels to accommodate greater runoff. Some channels were cleared, widened, and/or lined.

Storm drainage systems are intended to provide for the safe and efficient flow of storm related runoff (precipitation). As such, these systems shall not connect with any surface water impoundments or other surface water drainage systems that may contribute to the degradation of runoff. Often surface runoff from storms is channeled into detention basins for groundwater recharge and, therefore, must not be contaminated with materials from unacceptable sources. In addition, Stormwater/Urban Drainage Water Quality

### *Public Services, Facilities, and Utilities Element*

Permits, issued by the State and EPA, may be required, which could impact development, drainage controls, and offsite runoff.

The State Subdivision Map Act requires the County to provide storm drainage. The County of Los Angeles has set two general drainage system requirements for developers: (1) all development must be free of flood hazards; and (2) development cannot worsen the flood hazard downstream. The storm drainage system which currently exists in the City includes the main storm drainage collection lines and drainage channels maintained by the County Flood Control District and the local storm drainage systems and onsite retention or detention ponds which are typically required of developers. Improvements to these facilities will continue; future growth will necessitate additional improvements and stormwater management techniques. The County Department of Public Works (DPW) 1985 Flood Control maps indicate an increasing storm drainage need in the valley. Consequently, the DPW proposed a series of stormdrains to be installed as funds become available. The DPW Flood Management section is conducting a study in Live Oak Springs Canyon.

### **SOLID WASTE COLLECTION**

Like many areas in Southern California, the Santa Clarita Valley is faced with the continual annual increase in the generation of solid waste and diminishing disposal capacities. Based on the 1987 total solid waste generated for all of Los Angeles County and the 1987 population for the County, a per capita solid waste generation figure of 11 pounds per capita per day is derived for the County. Applying this figure to the Santa Clarita Valley 1987 population of 126,900, a figure of 1,395,000 pounds per day, or 248,000 tons per year, is generated in the Valley (PBR 1988).

### *Public Services, Facilities, and Utilities Element*

The Santa Clarita Valley is served primarily by two Class III (nonhazardous) landfills: the Chiquita Canyon landfill and the Sunshine Canyon landfill. In 1989, the landfills accepted a combined total of 3.1 million tons of wastes. These wastes include refuse generated by residential, commercial, institutional, and industrial sources. Trash is picked up by private haulers, who take the trash to the landfills.

Chiquita Canyon landfill, owned by Newhall Land and Farming Company and operated by Laidlaw, serves only the northwestern half of the Santa Clarita Valley. In 1989 the landfill accepted approximately 547,500 tons of wastes (1,500 tons a day). Sunshine Canyon Landfill (also called North Valley) is operated by Browning-Ferris Industries (BFI). The landfill serves a large portion of the west Los Angeles basin, including wastes from southeastern Santa Clarita Valley. In 1989, Sunshine Canyon took in about 2.55 million tons (7,000 tons a day) of wastes (City of Los Angeles Sanitation Districts 1990).

Los Angeles County faces a shortage in solid waste collection capacity and is seeking landfills to expand, and the establishment of new disposal areas. The Chiquita Canyon Landfill is expected to reach its permitted capacity in 1991 or 1992. A request to expand the landfill by an additional 30 million tons has been made which could extend the life of the facility to between the years 2002 and 2004. Sunshine Canyon will reach the end of its current permit in 1991; it has an estimated remaining capacity of 1.5 million tons (City of Los Angeles Sanitation Districts 1990 and landfill operators). The operators of Sunshine Canyon have been permitted for a landfill expansion for operation through the year 2010. They expect to receive court approval within the next 8 months (Browning-Ferris Industries 1990).

To meet the growing needs of the entire Los Angeles Metropolitan area, new landfills have been proposed within the Santa Clarita Valley. Elsmere Canyon and Towsley Canyon, two potential sites identified by the Los Angeles County Solid Waste



### *Public Services, Facilities, and Utilities Element*

Management Plan, are located at the southwest and southeast entrances on the Santa Clarita Valley and immediately adjacent to the City of Santa Clarita. Combined capacity of the two sites is 415 million tons, which, if implemented, would receive waste from the entire Los Angeles Metropolitan area.

The City of Santa Clarita has developed a comprehensive and integrated alternative for managing solid waste into the twenty-first century. The alternative relies on community and regional participation in providing public policy and procedures for source reduction, recycling, composting, and solid waste disposal. Santa Clarita's goal is to increase source reduction to 8% of all its waste. Short-term programs include education and encouraging the use of recyclable and reusable materials. Long-term programs include monetary incentives, possible bans on non-recyclable plastics, and continue education. Santa Clarita's recycling goal is to divert 12% of the present City of Santa Clarita wastestream by 1995. Short-term efforts include expanding the pilot curbside program to include all households, a telephone book drop-off, expanding newspaper drop-off locations, and continuing existing educational programs. Long-term programs focus on aggressive commercial recycling, modifying building requirements to include residential recycling, and instituting a ban on yard wastes and construction/demolition materials which end up in regional landfills. The City is planning a composting program which will establish a local composting site and implement a pilot program for curbside yard waste collection. Santa Clarita is exploring the use of treated sewage sludge in conjunction with yard waste for development of a co-composting operation. Lastly, Santa Clarita is convinced that solid waste landfills should be viewed as a last resort solution.

In 1989, the California Integrated Waste Management Act (AB 939) was passed in response to the overloading of existing landfills and the diminishing sites available for new landfills. The bill requires every city and county in California to reduce their solid wastes generated by 25 percent by the year 1995 and 50 percent by the year 2000. To

## *Public Services, Facilities, and Utilities Element*

meet these goals, local governments will use a hierarchy of waste management techniques to guide them in solid waste decisions. The hierarchy, in order of priority, includes source reduction; recycling and composting; environmentally safe transformation; and environmentally safe disposal. In response to the legislation, the Santa Clarita City Council established a Citizen's Advisory Committee to determine a course of action for waste reduction. Possible programs include a composting program and the creation of a material recovery facility for large scale trash separation and recycling. The City has established a curbside recycling program with assistance from the City's refuse collectors which began in early 1991.

### **GAS AND ELECTRIC SERVICES**

#### **Natural Gas Service**

Natural gas is supplied to all developed portions of the valley by the Southern California Gas Company. In 1989, the Santa Clarita Valley consumed 11,582,278 decatherms (11.58 million cubic feet) of natural gas through 36,484 active metered service connections. Of the 36,484 meters, 34,751 were residential, 1,494 were commercial, and 239 were industrial. Peak demand tends to occur during the winter when it is the coldest.

Gas service lines range in size from 2- to 34-inch mains. Most of the gas lines operate at a medium pressure of approximately 30 to 60 pounds per square inch (psi); however, higher pressure lines can occur in industrial areas where large natural gas users are prevalent. Additional supplies and distribution facilities are provided as development occurs.

## *Public Services, Facilities, and Utilities Element*

The Southern California Gas Company has an obligation to provide gas as needed to the Santa Clarita Valley. As development occurs, and as the City expands, the gas company will supply the necessary gas lines.

### **Electric Service**

Electric service is provided by the Southern California Edison Company. In 1989 there were 50,081 service connections in the Santa Clarita Valley which consumed an estimated 370,186,581 kWh of power. There are six distribution facilities located throughout the Santa Clarita Valley. The system currently has the capacity to handle 496 kilovolts at any given time. Southern California Edison extends its transmission lines in accordance with its projected development demands (Rosalie Gnam, Southern California Edison, phone conversation, April 1990). Exhibit PF-4 illustrates the location of transmission lines in the planning area.

## **COMMUNICATION SERVICES**

### **Telephone Service**

Telephone service is provided by Pacific Bell. The telephone company provides additional system capacity and service connections as development occurs.

### **Cable Services**




In the Santa Clarita Valley, cable television service is provided by Cablevision and King Videocable Company. As of March 1990, Cablevision had 19,800 service connections, and King Videocable Company had 24,780 service connections. There are no distinct





Exhibit PF-4  
Transmission Lines

Legend

-  800 Kilovolts DC
-  66 Kilovolts
-  220 Kilovolts



Source: Southern California Edison



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## *Public Services, Facilities, and Utilities Element*

borders between the two cable company service areas, therefore, some areas are served by both companies.

### **SCHOOLS**

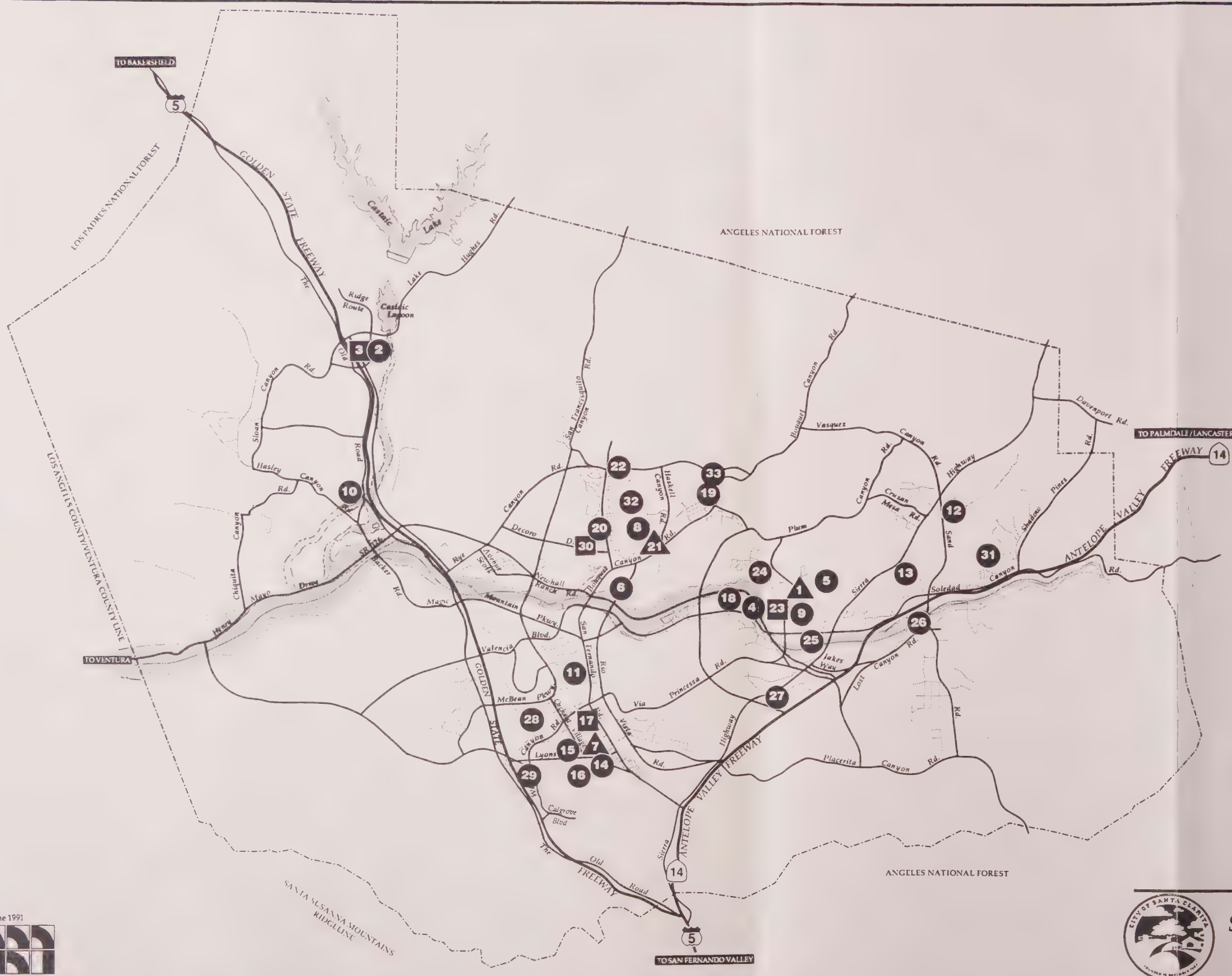
The Santa Clarita Valley is served by five public school districts. Four elementary school districts serve the planning area and include the Newhall School District, Saugus Union School District, Sulphur Springs School District, and Castaic District. The William S. Hart High School District serves the entire area.

Exhibit PF-5 and Table PF-2 illustrate the location of schools serving local students. There are 27 schools in the elementary school districts with a total enrollment of 14,305, as illustrated by Table PF-3. Seventh and eighth grade students in the Castaic Union District attend Castaic Middle School; all others attend one of the three junior high schools operated by the William S. Hart School District.




Enrollments in 1990 in each of the districts exceed present facility capacities and there are very little financial resources available to expand. Additional capacity is being provided by portable classrooms. Three school campuses are presently comprised of entirely portable classrooms. The Saugus Union School District has two programs: the traditional and the year-round alternative. The year-round alternative is optional and is presently used by some students (Table PF-3). It was not designed to relieve overcrowding, but instead redistribute vacation periods more evenly throughout the year.







**Legend**

-  High School
-  Junior High School
-  Elementary School

- 1 Canyon High School
- 2 Castaic Elementary
- 3 Castaic Middle School
- 4 Cedar Creek Elementary
- 5 Leona Cox Elementary
- 6 Emblem Elementary
- 7 William Hart High School
- 8 Highland Elementary
- 9 Honby Elementary
- 10 Liveoak Elementary
- 11 Meadows Elementary
- 12 Mint Canyon Elementary
- 13 Mitchell Elementary
- 14 Newhall Elementary
- 15 Old Orchard Elementary
- 16 Peachland Avenue Elementary
- 17 Placerita Junior High School
- 18 Rio Vista Elementary
- 19 Rosedell Elementary
- 20 Santa Clarita Elementary
- 21 Saugus High School
- 22 Seco Canyon Elementary
- 23 Sierra Vista High School
- 24 Sky Blue Elementary
- 25 Soledad Canyon Elementary
- 26 Sulphur Springs Elementary
- 27 Valley View Elementary
- 28 Valencia Valley Elementary
- 29 Wiley Canyon Elementary
- 30 Arroyo Seco Junior High School
- 31 Pine Tree Elementary
- 32 James Foster Elementary
- 33 Bouquet Canyon Elementary



**Santa Clarita General Plan**  
**City of Santa Clarita**



*Public Services, Facilities, and Utilities Element*

TABLE PF-2  
MAPPED SCHOOLS AND LOCATIONS

<u>Map Location Number</u>	<u>School</u>	<u>Location</u>
1.	Canyon High School	19300 Nadal, Cny Ctry
2.	Castaic Elementary	31700 Ridge Route, Castaic
3.	Castaic Middle School	31634 Ridge Route, Castaic
4.	Cedarcreek Elementary	27792 Camp Plenty Rd., Cny Ctry
5.	Leona Cox Elementary	18643 Oakmoor, Cny Ctry
6.	Emblem Elementary	22635 Espuella Dr., Saugus
7.	William Hart High School	24825 Newhall Ave., Nwhl
8.	Highland Elementary	27332 Catal Ave, Saugus
9.	Honby Elementary	19059 W. Vicci, Cny Ctry
10.	Liveoak Elementary	27715 Saddleridge Way, Castaic
11.	Meadows Elementary	25577 Fedala Rd., Vinca
12.	Mint Canyon Elementary	16400 W. Sierra Highway, Cny Ctry
13.	Mitchell Elementary	16821 W. Goodvale Rd., Cny Ctry
14.	Newhall Elementary	24607 Walnut Ave., Nwhl
15.	Old Orchard Elementary	25141 N. Avenida Rondel, Vinca
16.	Peachland Avenue Elementary	24800 Peachland Ave., Nwhl
17.	Placerita Junior High School	25015 Newhall Ave., Nwhl
18.	Rio Vista Elementary	20417 Cedarcreek Rd. Cny Ctry
19.	Rosedell Elementary	27853 Urbandale Ave., Saugus
20.	Santa Clarita Elementary	27177 Seco Canyon Rd., Saugus
21.	Saugus High School	21900 Centurion Way, Saugus
22.	Seco Canyon Elementary	27827 N. Seco Canyon Rd., Sta Clarita
23.	Sierra Vista High School	19425 Stilmore, Cny Ctry
24.	Sky Blue Elementary	28040 Hardesty Ave., Cny Ctry
25.	Soledad Canyon Elementary	18801 Mandan, Cny Ctry
26.	Sulphur Springs Elementary	16628 Lost Canyon Rd., Cny Ctry
27.	Valley View Elementary	19414 W. Sierra Estates Dr., Nwhl
28.	Valencia Valley Elementary	23601 Carrizo Dr., Vinca.
29.	Wiley Canyon Elementary	24240 La Glorita Cir, Nwhl
30.	Arroyo Seco Junior High School	27171 Vista Delgado Dr., Vinca
31.	Pine Tree Elementary	29156 Lotsgarden Dr., Cny Ctry
32.	James Foster Elementary	22500 Pamplico Dr., Saugus
33.	Bouquet Canyon Elementary	28100 N. Wellston Dr., Saugus

*Public Services, Facilities, and Utilities Element*

TABLE PF-3  
ENROLLMENT CAPACITY AT ELEMENTARY SCHOOLS

<u>School</u>	<u>Grades</u>	<u>Total Enrollment</u>	<u>Year Round Enrollment</u>	<u>Capacity</u>	<u>Percent of Capacity</u>
<b>Newhall District</b>					
Newhall Elementary	K-6	747		704	106
Peachland Elementary	K-6	673		736	91
Old Orchard Elementary	K-6	664		704	94
Wiley Canyon Elementary	K-6	661		768	86
Meadow Elementary	K-6	775		736	105
Valencia Valley	K-6	776		800	97
<b>Saugus Union School District</b>					
Cedarcreek	K-6	393	393	495	79
Enblem	K-6	499	232	535	93
Highlands	K-6	641	315	590	109
Honby	K-6	314	--	515	61
Rio Vista	K-6	484	242	590	82
Rosedell	K-6	699	340	710	98
Santa Clarita	K-6	639	404	535	119
Skyblue Mesa	K-6	552	521	475	116
Seco Canyon <sup>a</sup>	K-6	328	--	330	b
James Foster	K-6	639	207	600	107
Bouquet Canyon <sup>a</sup>	K-6	317	--	360	b
<b>Sulphur Springs School District</b>					
Leona Cox	K-6	349		435	80
Mint Canyon	K-6	313		165	190
Mitchell Elementary	K-6	581		680	85
Pine Tree Elementary	K-6	682		590	116
Soledad Canyon	K-6	400		420	95
Sulphur Springs	K-6	557		435	128
Valley View Elementary	K-6	340		375	91
<b>Castaic District</b>					
Castaic Elementary	K-6	385		280	138
Live Oak Elementary	K-6	547		610	90
Castaic Middle School	6-8	350		350	100

a Entirely portable campuses.

b Expandable capacity due to portable structures.

Sources: Newhall District, Saugus Union School District, Sulphur Springs School District, and Castaic District, 1989-1990 School Year, City of Santa Clarita.



TABLE PF-4  
CURRENT ENROLLMENT AND DESIGN CAPACITY OF  
WILLIAM S. HART SCHOOL DISTRICT

<u>School/Location</u>	<u>Grades</u>	<u>Current Enrollment</u>	<u>Design Capacity</u>	<u>Percent of Capacity</u>
Arroyo Seco Junior High 27171 Vista Delgado Drive Saugus	7-8	1,028	1,002	103
Placerita Junior High 25015 Newhall Newhall	7-8	1,037	899	115
Sierra Vista Junior High 19425 Stillmore Canyon Country	7-8	1,242	1,059	117
Canyon High School 19300 Nadal Street Canyon Country	9-12	2,132	1,891	113
Hart High School 24825 Newhall Newhall	9-12	2,014	1,605	123
Saugus High School 21900 Centurion Way Saugus	9-12	2,017	1,635	123

Source: William S. Hart School District, 1988-1989 school year.

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### *Public Services, Facilities, and Utilities Element*

School financing (as a result of AB 2926-1986 legislature) is specifically limited to the following mechanisms to mitigate any effects of development projects:

- Mello-Roos special taxes
- State lease-purchase funds
- Temporary interim school facility fees
- California Facilities Authority Fund
- Funds appropriate for emergency classrooms
- Lease revenues

### **LIBRARY SERVICES**

#### **Existing Demand**

County planning standards for library resources specify 1.5 books per person served, 0.5 square feet per person served, and 4 books per square foot. Based on a 1989 population of 131,800 (Section 3, Housing), this translates to a current demand for a library system containing 197,700 books and buildings totaling 65,900 square feet.

#### **Existing Resources**

Three public libraries operated by the Los Angeles County Library serve the Santa Clarita Valley and are identified in Table PF-5. In addition, a mobile library with a collection of more than 12,000 volumes serves outlying communities in the valley such as Acton and Castaic. Although College of the Canyons, Masters College, and California Institute of the Arts contain libraries, these are not available for use by the general public.

*Public Services, Facilities, and Utilities Element*

The library square-footage is inadequate for the current collection size. Valencia Library, which is a government publications repository, serves as the regional library and has additional capacity. However, the other libraries, Canyon Country and Newhall, have inadequate space in relationship to their individual collection sizes. The Canyon Country Library houses 5.1 books per square foot, and the Newhall Library houses 4.8 books per square foot. Adequacy is determined through a ratio requiring 1.5 volumes per capita and 5 square feet per capita. This can also be stated as 3.33 square feet per volume.

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TABLE PF-5  
SANTA CLARITA PUBLIC LIBRARIES

<u>Facility</u>	<u>Number of Books</u>	<u>Area (square feet)</u>
1. Valencia Library 23743 Valencia Boulevard	74,050 (+ 85,000 govt. pub.)	23,966
2. Canyon Country Library 18536 Soledad Canyon Boulevard	27,770	5,050
3. Newhall Library 22704 West 9th Street	33,270	4,842
Bookmobile	<u>12,000</u>	<u>N/A</u>
Total	147,090 (+ 85,000 govt. publ.)	33,858

Source: Los Angeles County Library 1988.

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## **MEDICAL SERVICES**

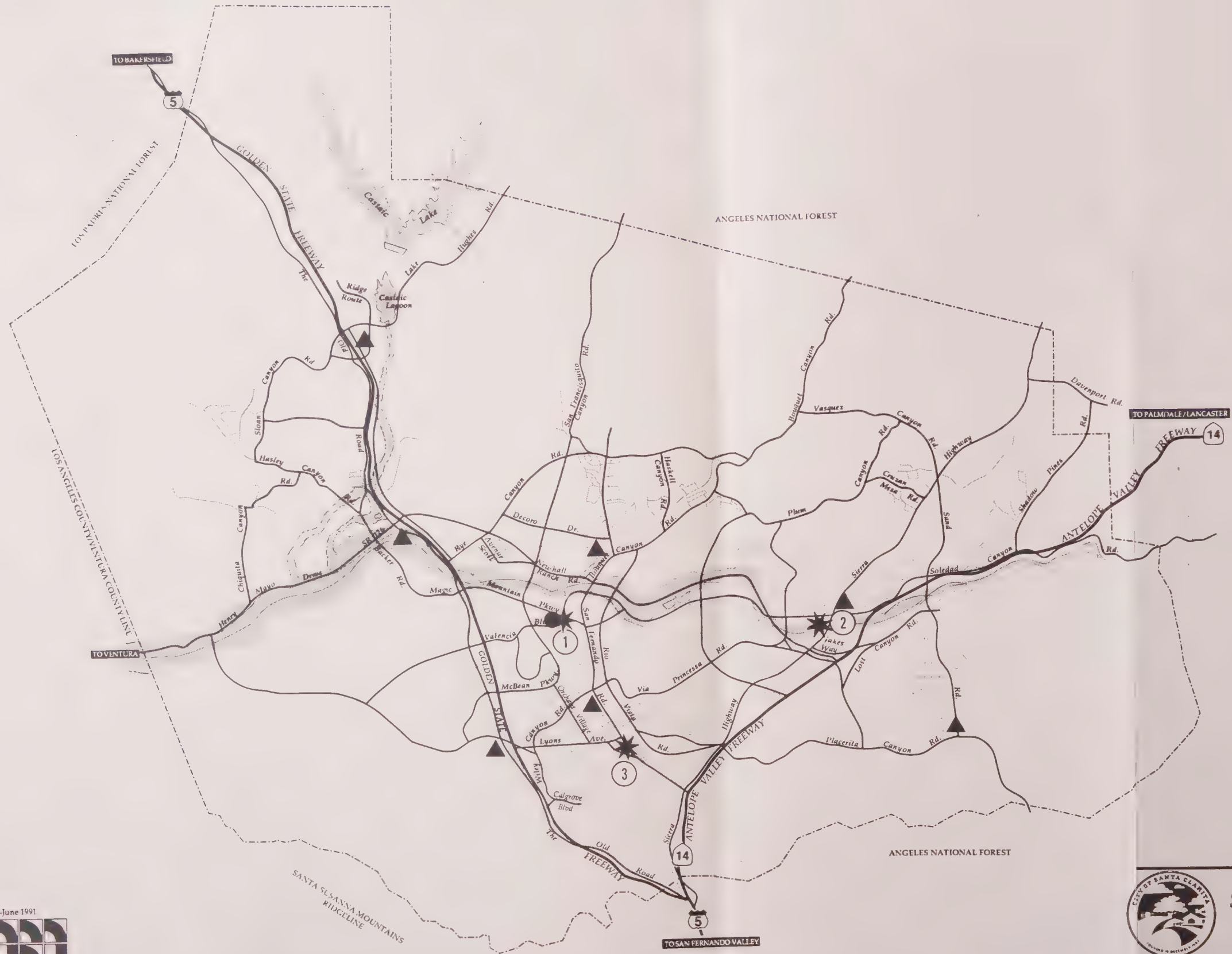
Henry Mayo Newhall Memorial Hospital provides community health care for the Santa Clarita area. Through its affiliate, the Santa Clarita Valley Health Care Management Group, six outpatient centers are located throughout the Valley. Henry Mayo Hospital is a nonprofit hospital with a medical staff of approximately 225 within 25 specialties.




Henry Mayo Hospital has 133 beds with specialized services, including a 24-hour emergency department, an intensive and coronary care unit, the Valley birth center, and the women's unit. Complete services are offered, many on an outpatient basis. In 1990, the hospital expanded to become a 250-bed facility and completed a new 100,000-square-foot ambulatory care center. Additional services within the 124-bed addition include inpatient chemical dependency, inpatient psychiatry, and senior citizen day care. Services of the ambulatory care center include an alternative outpatient birthing center, outpatient surgery suites, pharmacy, Cancer City, and G.I. lab. Presently, ambulance response time to distant parts of the planning area is within 10 minutes. Areas closer to the hospital have a lower average response time.

## **LAW ENFORCEMENT**

Through a contract with the City of Santa Clarita, the Los Angeles County Sheriff's Department provides protection services within the City. The remainder of the planning area is served by the County. The area is served by one station located at 23740 West Magic Mountain Parkway in Valencia (Exhibit PF-6). The station has a complement of 117 sworn officers, 17 of whom conduct "inside" or support duties, primarily within the station itself. There are approximately 28 other employees who perform other duties, including secretarial and clerical work, and 232 volunteers to help station personnel meet community needs. The station includes a 42-prisoner holding facility, which is only used





- Legend
-  Fire Station
  -  Sheriff's Station
  -  Library

Source: City of Santa Clarita



Santa Clarita General Plan  
City of Santa Clarita



### *Public Services, Facilities, and Utilities Element*

for overnight or weekend incarcerations. The station also has a total of 48 mobile units available and one helicopter. Approximately 40 of these mobile units are used as patrol service vehicles. Depending on the time of day and the day of the week, a minimum of 8 and a maximum of 18 vehicles, are in the field during any routine shift. Since incorporation, there has been a 35 percent increase in the number of personnel assigned to the Santa Clarita Station. Other law enforcement personnel are available to the City of Santa Clarita as City needs dictate. For example, arson/explosive investigations, homicide investigation, and special weapons and tactics teams are available to augment City staffing.

In response to the expanding service area, which includes development in canyons with limited access, the station has requested additional personnel, including both civilians and sworn officers, and patrol cars. During 1989 the station hired civilian applicants for additional office positions to relieve the deputies of certain tasks. The five new positions were entry level jobs responsible for station desk operations, which includes answering 911 calls and emergency calls, dispatching patrol cars, and general clerical work.

The Santa Clarita Valley station does not have adequate area to expand and house additional personnel in response to the needs of projected growth through the year 2000. If the projected new station obtains necessary preliminary approval, funding would be appropriated to the Sheriff Department's annual budget by the County Board of Supervisors from the County General Fund.

### **FIRE PROTECTION**

As a part of the Consolidated Fire Protection District, the City of Santa Clarita and the planning area receive fire protection and emergency medical service from the Los Angeles County Fire Department. Within the Santa Clarita City limits, there are four

### *Public Services, Facilities, and Utilities Element*

fire stations with six engines, two paramedic squads, and one ladder truck (Exhibit PF-6). Approximately 81 firefighters are assigned, with about 27 on duty at a time. Close by, serving the general Santa Clarita Valley, are four other fire stations and four fire camps. A five-person hazardous materials squad is stationed in Valencia. This information is summarized in Table PF-6.

In addition to the personnel and equipment based in the City of Santa Clarita and the surrounding area, the Los Angeles County Fire Department has additional resources available to provide back-up services to Santa Clarita as needed. These additional resources include 131 engine companies, 20 truck companies, 38 paramedic squads, 2 hazardous material squads, 6 firefighting helicopters, 6 other fire camps, and a variety of specialty equipment.

The U.S. Forest Service provides seasonal service to the nearby Angeles National Forest wildland area. Several stations are located in the area around Santa Clarita Valley as summarized in Table PF-7.

In 1990, the Fire Department is projecting an immediate need for two new stations in the planning area. Those sites are to be in the Valencia and Whites Canyon/Plum Canyon areas. Five additional stations are projected for the following general areas if development occurs as anticipated: Rye Canyon, Hasley Canyon, Shadow Pines, Hope Canyon and Soledad, and the Placerita and Highway 14 area.



TABLE PF-6  
SANTA CLARITA VALLEY AREA FIRE STATIONS

<u>Station</u>	<u>Engines</u>	<u>Firefighters<sup>a</sup></u>	<u>Ladder Trucks</u>	<u>Helicopters</u>	<u>Paramedic Squads</u>
1. Station 73 - Newhall <sup>b</sup>	2	10	1		
2. Station 76 - Valencia <sup>cd</sup>	1	9			
3. Station 80 - Acton <sup>d</sup>	1	3			
4. Station 81 - Agua Dulce <sup>d</sup>	1	3			
5. Station 107 - Canyon Country <sup>b</sup>	2	8			1
6. Station 111 - Valencia <sup>b</sup>	1	5			1
7. Station 123 - Sand Canyon <sup>b</sup>	1	4			
8. Station 124 - Newhall/ Valencia <sup>d</sup>	1	5			1
9. Station 149 - Castaic <sup>d</sup>	1	3			
<u>Camps</u>		<u>Crews<sup>e</sup></u>			
Camp 9 - Above Placerita Canyon		2			
Camp 11 - Soledad Canyon		4		2	
Camp 12 - Wayside		4			
Camp 14 - San Francisquito Cyn.		4			

a Firefighters - single shift - actual 24-hour staffing entails three times as many firefighters.

b Within City limits.

c Station 76 - Valencia - Also houses a hazardous materials unit with five firefighters per shift.

d Not in Santa Clarita, but will respond as backup.

e Crews - Average size of 12 fire laborers.

Source: Los Angeles County Fire Battalion 6 1991.

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**TABLE PF-7**  
**SANTA CLARITA VALLEY/ACTON FIRE STATIONS**  
**U.S. FOREST SERVICE**

<u>USFS Facilities</u>	<u>Engines</u>	<u>Firefighters<sup>a</sup></u>	<u>Patrols</u>	<u>Hand Crew</u>
Oak Flat Station	1	7	1	
Red Mountain Station	1	7		
Green Valley	1	7	1	1
San Francisquito Station	1	7		
Texas Canyon Station	1	7	1	1
Saugus District Station - Administrative Offices Only				
Bear Divide Station	1	7	1	1
North Fork Saddle Station	1	7		

a Single Shift--Actual 24-hour staffing entails three times as many firefighters.

Sources: Los Angeles County Department of Regional Planning, July 15, 1989.  
Los Angeles County Fire Battalion 6 1990.

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## **GOALS AND POLICIES**

### **Adequacy of Public Services, Facilities, and Utilities**

**GOAL 1:** Work with utilities and other service providers to ensure adequate and safe public infrastructure and public services for City residents, including upgrading and expansion of existing deficient systems.

**Policies:** 1.1 Determine service standards and cooperate with providers for each of the following services, facilities, and utilities servicing City residents:

- Roads
- Solid Waste Collection, Conversion, Reduction and Disposal

*Public Services, Facilities, and Utilities Element*

- Communication Services (limited to cable television franchises)
  - Law Enforcement
  - Fire Protection
  - Day Care Program
- 1.2 Work with service providers to determine standards for the following regulated utilities and services:
- Water--Supply and Treatment
  - Sewage--Collection and Treatment
  - Storm Drains/Flood Control
  - Natural Gas
  - Electricity
  - Schools
  - Libraries
  - Hospitals
  - Ambulance
  - Paramedics
  - Communication Services (other than cable television franchises)
  - Solid Waste Collection, Conversion, Reduction and Disposal
- 1.3 Establish and maintain a record of the capacity, utilization, and availability of the above mentioned services, utilities, and facilities serving the planning area.
- 1.4 Using such records as described in Policy 1.3, design and implement a development monitoring system (DMS) to evaluate the individual and cumulative impact of existing and proposed development on the service capacity of public services, facilities, and utilities, and use results from the DMS to mitigate impacts and/or facilitate improvements and development requirements.
- 1.5 Require that new developments be prohibited or delayed unless necessary public services and utilities will be available at the time of occupancy or will be provided within a reasonable period of time as part of an adopted improvement plan.
- 1.6 Prepare, monitor, and update a comprehensive capital improvements plan involving all service providers. Use this plan to identify all planned and proposed capital improvements, including new facilities and expansion of existing facilities and undergrounding of utilities.

*Public Services, Facilities, and Utilities Element*

- 1.7 Work with wholesale and retail water purveyors to ensure provision of an adequate supply of water of high quality to all households and businesses within the City.
- 1.8 Promote water conservation and reclamation in order to reduce water consumption in existing and future developments
- 1.9 Ensure that the community is provided with adequate trash collection, including the installation and maintenance of public trash receptacles on streets, in parks, and in other public places.
- 1.10 Develop a compliance plan in accordance with the California Integrated Waste Management Act of 1989, including a citywide recycling program.
- 1.11 Develop a drainage master plan that is sensitive to environmental and aesthetic concerns.
- 1.12 Work with responsible agencies, such as wholesale and retail water purveyors, the Department of Public Works, Flood Control District, Southern California Gas Company, Southern California Edison, Pacific Bell, and the school districts to ensure:
  - The provision of a sufficient supply of water at a reasonable rate
  - Regular maintenance, updating, and improvement of catch basins, water, sewer, and storm drain/flood channel systems
  - The provision of sufficient gas and electric services
  - The provision of sufficient and continued telecommunication service
  - A quality educational system
  - The protection of ground and surface water quality.
- 1.13 Explore the possibility of using cable television for the presentation of information regarding community services and activities, public education, and other significant City issues.



### *Public Services, Facilities, and Utilities Element*

- 1.14 Encourage the County to evaluate the existing and future library system in the planning area and ensure that sufficient facility and book volume per person ratios and other special services are met by permanent structures or bookmobiles that are accessible to the greatest number of people.
- 1.15 Maintain law enforcement and fire protection personnel and service standards to ensure that all residents, businesses, and visitors to the City are protected.
- 1.16 Support public safety education programs and neighborhood organizations to prevent crime and fire hazards.
- 1.17 Support the school districts in promoting a high standard of education in local school systems.
- 1.18 Work and cooperate with school districts, developers, and the County to ensure appropriate means to facilitate the development of school facilities to accommodate growth and ensure that the school districts can meet future needs.
- 1.19 Enhance the level and quality of community services and facilities, and improve availability throughout the Santa Clarita Valley.
- 1.20 Analyze the need for and, if appropriate, encourage the location of a new sanitation plant on the east side of the City as demand increases.
- 1.21 Maximize services and costs through shared use sites for compatible public services and facilities, when practical and appropriate, such as combined siting for parks, schools, libraries, and fire stations.
- 1.22 Encourage shared and multiple use of facilities for non-profit agencies.

### **Groundwater Resources**

**GOAL 2:** To serve and protect the groundwater resources of the Santa Clarita Valley and adjacent drainage areas in a manner which will provide for future use of these resources for domestic and agricultural uses.

## *Public Services, Facilities, and Utilities Element*

- Policies:**
- 2.1** Maintain data and information regarding surface water and groundwater resources for domestic and agricultural uses.
  - 2.2** Maintain data and information on all surface and groundwater users within the Santa Clarita Valley and adjacent drainage basins that may affect local surface water and/or groundwater supplies to monitor withdrawal and conservation of resources.
  - 2.3** Maintain data and information on any commercial and/or agricultural uses that do not use approved sewer and/or sanitation systems to dispose onsite of wastewater or permit surface water runoff that may degrade local or regional surface and/or groundwater resources.
  - 2.4** Acquire and maintain the most current information available regarding the status of local surface water and groundwater resources.
  - 2.5** Acquire and maintain the most current information available regarding the status of local surface water and groundwater users.
  - 2.6** Acquire and maintain the most current information available regarding commercial and agricultural land uses that do not dispose onsite of wastewaters in permitted sewer and/or sanitation systems.
  - 2.7** Prohibit any use that cannot safeguard surface water and/or groundwater resources and that does not utilize approved onsite or offsite wastewater disposal systems.

### **Allocation of Service, Facility, and Utility Costs**

**GOAL 3:** To allocate the cost of public services, facilities, and utilities on a fair and equitable basis based on service demand generated and benefits derived from services/improvements.

- Policies:**
- 3.1** Make use of specific plans and development agreements that specify the nature, timing, cost, and financing mechanisms to be used to fund improvements and services.
  - 3.2** Utilize, where appropriate, public financing mechanisms, such as special assessment districts, and community facilities districts, such as Mello-Roos, to fund improvement and service costs.

### *Public Services, Facilities, and Utilities Element*

- 3.3 Use the City's fiscal planning system computer model in order to determine General Fund impacts for major projects.
- 3.4 Support funding of infrastructure improvements that are consistent with the City's General Plan and financing guidelines.
- 3.5 Aggressively pursue County, State, and Federal funding for roads, freeway, and highway expansion in the Santa Clarita Valley.

### **Compatibility of Land Use and Infrastructure Services**

**GOAL 4:** Ensure that all public infrastructure improvements are compatible with surrounding and nearby development.

### **Safety of Public Services, Utilities, and Facilities**

**GOAL 5:** To ensure that all public services, utility systems, and facilities are designed and maintained as stated in the Goals and Policies section of the Public Safety element to provide acceptable levels of safety and security.

- Policies:**
- 5.1 Promote the safe use of toxic materials and their safe disposal as outlined in the Goals and Policies section of the Public Safety Element.
  - 5.2 Promote the establishment of collection centers and programs to recycle and safely dispose of toxic/hazardous waste substances.
  - 5.3 Establish public education, recycling, conservation, and safety programs for the residents and businesses of the planning area in.
    - Earthquake safety with respect to public utilities and facilities
    - Safe disposal of toxic waste
    - Recycling of oil and grease
    - Landscape chemicals
    - Litter, and anti-graffiti
    - Pesticides
    - Fire safety
    - Other disasters

### *Public Services, Facilities, and Utilities Element*

- 5.4 Support laws and requirements to monitor, prevent, and correct, as appropriate, contamination of soil, air and water.
- 5.5 Develop programs to reduce the use and disposal of toxic/hazardous materials.
- 5.6 Establish a sanitary sewer system hookup program for all densities and intensities of land use except very large lots and remote rural uses and locations.

### **IMPLEMENTATION OF THE PUBLIC SERVICES, FACILITIES, AND UTILITIES ELEMENT**

The City believes in and is committed to the implementation of this plan. Whereas the goals and policies of the plan establish the general framework for future growth and development, actual realization of the plan can only be accomplished through the specific implementing actions that the City subsequently undertakes.

The primary tools with which the City should undertake to implement the Public Services, Facilities, and Utilities Element of the plan include:

- Develop a growth management monitoring system and ordinance
- Development and impact fee ordinance
- Zoning and subdivision standards
- Recycling and conservation programs
- Community facility financing programs
- Capital improvement program
- Community monitoring guidelines for toxic/hazardous waste disposal transport and storage



*Public Services, Facilities, and Utilities Element*

The City will prepare and adopt an implementation program which will be set forth in a separate document and will not be a part of the General Plan. The implementation program will set forth projects, programs, proposed ordinances, and guidelines for development and will include priorities and schedules for the consideration and adoption of these subsequent actions. The implementation program will be a dynamic document containing specific implementations which will be periodically reviewed and updated to reflect changing conditions, needs, and priorities.



# Parks and Recreation Element



City of Santa Clarita





## **PARKS AND RECREATION ELEMENT**

### **INTRODUCTION**

The Parks and Recreation Element is an optional element of the General Plan. Section 65303 of the California Government Code states that cities may incorporate optional elements to complement those State required elements. The Government Code does state that once an optional element has been adopted, it has the same force and authority as the state required elements.

The Santa Clarita Parks and Recreation Element will serve to aid the City Council, Planning Commission, the Planning staff, the Parks and Recreation Commission, and the Parks and Recreation staff in providing a cost effective parks and recreation system to serve the needs of the current and future residents. The element is tailored to the unique character of Santa Clarita and to the needs and desires of its citizens. It provides a comprehensive review of existing park and recreation facilities and future opportunities for developing a park system that will serve the ultimate population of Santa Clarita and the planning area.

### **RECREATIONAL FACILITIES**

#### **City Parks**

As of July 1, 1990, the City of Santa Clarita has 10 City parks totaling 67.25 acres (eight developed and two undeveloped). An 11th public park located within the City, William S. Hart Park, is owned and maintained by the Los Angeles County Parks and Recreation Department. City park facilities are summarized in Table PR-1, and illustrated on Exhibit PR-1.



Exhibit PR-1  
Existing City Parks and  
School Facilities

Legend



Existing City Park Facilities

- 1 Alemendra
- 2 Valencia Glen Park
- 3 H.M. Newhall Memorial Park
- 4 Old Orchard Park
- 5 Valencia Meadows Park
- 6 Santa Clarita Park
- 7 Pamplico Park
- 8 North Oaks Parks
- 9 Canyon Country Park
- 10 Calgrove Park Site



School Facilities (Except for  
Elementary Schools)

- 1 Placerita Junior High
- 2 Hart High School
- 3 Arroyo Seco Junior High
- 4 Saugus High School
- 5 Canyon High School
- 6 Sierra Vista Junior High
- 7 College of the Canyons
- 8 California Institute of the Arts
- 9 Masters College

Sources:  
Los Angeles County Department of Parks & Recreation  
City of Santa Clarita Department of Parks & Recreation



Santa Clarita General Plan  
City of Santa Clarita



7200002-June 1991





## *Parks and Recreation Element*

TABLE PR-1  
EXISTING CITY PARK FACILITIES

<u>Map Location<sup>a</sup></u>	<u>Park Name and Location</u>	<u>Facilities</u>	<u>Acres</u>
1	Almendra Park Almendra Dr. at Alta Madera Rd. Valencia	Basketball, children's play area	4.30
2	Valencia Glen Park Via Gavola Valencia	Picnic tables, tennis courts, basketball court, children's play area, community room, soccer field, swimming pool	5.50
3	H. M. Newhall Memorial Park <sup>b</sup> 24923 Newhall Avenue Newhall	Picnic tables, basketball, volleyball, and shuffleboard courts, lighted ball field, rustic areas, play area, swimming pool, community room	15.00
4	Old Orchard Park 25023 North Avenida Rotella Valencia	Picnic tables, lighted basketball court, lighted softball field, children's play area, community room	5.40
5	Valencia Meadows Park 25671 North Fedala Road Valencia	Picnic tables, basketball and volleyball courts, multi-purpose ball fields, children's play area, community room, swimming pool	4.80
6	Santa Clarita Park 27285 North Seco Canyon Rd. Saugus	Picnic areas, basketball, volleyball, and shuffleboard courts, children's play area, swimming pool, community room, lighted softball field	7.50
7	Canyon Country Park <sup>c</sup> 17615 Soledad Canyon Rd. Canyon Country	Softball and soccer fields, children's play areas, fitness courses, picnic areas, multi- purpose recreation building	17.20
8	North Oaks Park 24824 North Camp Plenty Road	Picnic tables, children's play area, community room, swimming pool	2.30
9	Pamplico Park	Undeveloped	5.00
10	Calgrove	Undeveloped	<u>.25</u>
	Total Park Acreage		67.25

a For map location, refer to Exhibit PR-1.

b Park maintenance yard serving park facilities is located at Newhall Park.

c Future improvements will include a swimming pool and basketball, tennis and handball courts.

Source: Los Angeles County Parks and Recreation Department 1988.  
City of Santa Clarita Parks and Recreation Department 1989.

## *Parks and Recreation Element*

### **PARK STANDARDS**

This section lists the accepted standards for community and neighborhood parks as derived from the National Parks and Recreation Association.

#### **Community Parks**

The following general standards should be used for the development of community parks in respect to size, access, improvements, location, and service radius.

- Community parks should be 10 to 40 acres in size and be located to serve a population of 20,000 within a two-mile radius.
- Access should be provided in close proximity to public transportation or make provisions for public transportation.
- Community parks shall have full street improvements and utility connections including, but not limited to, curbs, gutters, grading, automatic irrigation systems, lawns, walkways and walkway lighting, street paving, traffic control devices, street trees, and sidewalks.
- Community parks shall have fencing or walls along the property line of that portion of the subdivision contiguous to the dedicated land.
- Community parks shall have improved drainage through the site.
- Community parks shall have other minimal improvements which are essential to the acceptance of land for recreation purposes.
- When possible, community parks should be located adjacent to school sites or other public facilities.
- Community parks should include a competition size swimming pool, play fields for such activities as softball, football, soccer, racquetball and volleyball courts, picnic areas, and a community recreational center providing multi-purpose assembly rooms. The type and number of

### *Parks and Recreation Element*

facilities located in a community park shall be subject to the review and approval of the City Council upon recommendation of the Parks and Recreation Commission.

- Adequate parking facilities shall be provided to serve the users at each park.
- Restroom facilities shall be provided to serve the users at each park.

### **Neighborhood Parks**

The following general standards should be used for the development of neighborhood parks in respect to size, access, improvements, location, and service radius.

- Neighborhood parks should be located to serve a population of 5,000 within a one-half mile radius.
- Neighborhood parks shall be 5 to 10 acres in size.
- The service area of a neighborhood park should not be divided by natural or manmade barriers such as thoroughfares, irrigation canals, or drainage channels.
- Neighborhood parks shall be located centrally to the residential development served whenever possible.
- Whenever possible, new neighborhood parks should be located adjacent to elementary schools.
- Neighborhood parks shall have full street improvements and utility connections including, but not limited to, curbs, gutters, grading, automatic irrigation systems, lawns, walkways, walkway lighting, street paving, traffic control devices, street trees, sidewalks, and restrooms.
- Neighborhood parks shall have fencing or walls along the property line of that portion of the subdivision contiguous to the dedicated land.
- Neighborhood parks shall have improved drainage through the site.

### *Parks and Recreation Element*

- Neighborhood parks shall have other minimal improvements which are essential to the acceptance of the land for recreational purposes.
- Two of the following should be provided in each neighborhood park:
  1. Children's play area, including tot-lots at a rate of one per 5,000 persons served.
  2. Tennis courts (at a rate of one for each 2,000 persons served).
  3. Baseball/softball and football area (at a rate of one baseball diamond per 12,000 people; one softball diamond per each 6,000 people; one football/ soccer field per each 1,500 people).
  4. Basketball/volleyball areas at one per 500 persons served.
  5. Racquetball courts (at a rate of one per 2,000 persons served).
- The service area of a neighborhood park shall be examined to determine the composition, i.e., seniors, families, etc., in order to design the most appropriate recreation facilities, i.e., multi-purpose courts, etc., in lieu of other standard improvements.
- Land dedicated for parks may be maintained through a landscape maintenance district or the City of Santa Clarita, at the option of the City. When said neighborhood parks are privately owned and maintained, public standards shall be applicable. Determination as to quality of maintenance shall be the responsibility of the City.

### **PARK AND RECREATION FACILITY INVENTORY**

#### **School Facilities**

Additional land and facilities for recreational use may be made available when the City and the respective school district agrees to terms for joint-use. The City and the William S. Hart High School District have an approved joint use agreement. The William S. Hart High School District has six schools that could provide a total net usable area of 86.06



## *Parks and Recreation Element*

acres on a limited basis. The usable land area and facilities available on a limited basis for recreational use at each school are summarized in Table PR-4. Park and school locations are shown in Exhibit PR-1.

### **Other Public Facilities**

The Santa Clarita planning area includes a number of park facilities owned and operated by Los Angeles County and the State of California; the national forest system owned by the federal government also provides recreational opportunities adjacent to the planning area.

### **County Parks**

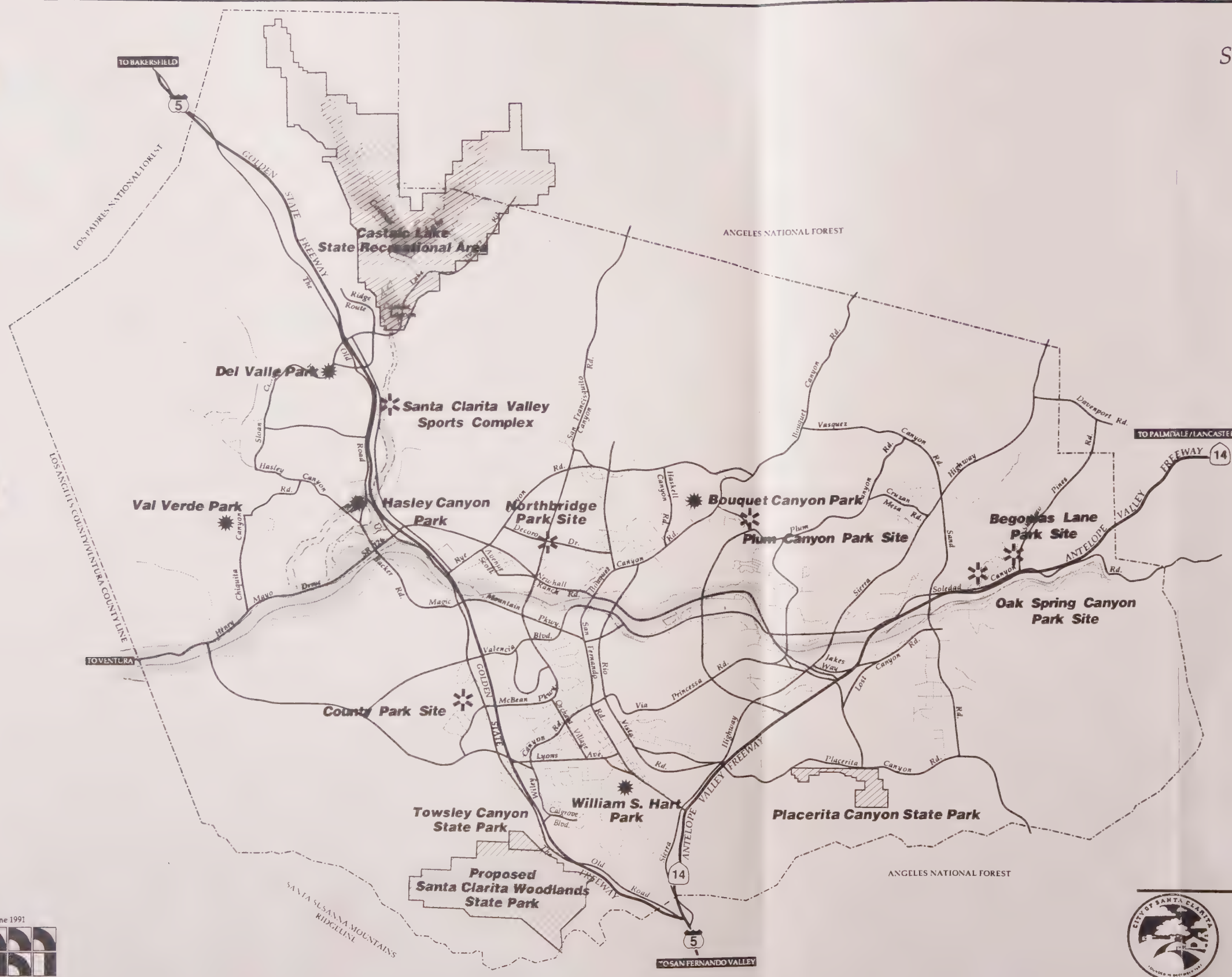
There are five developed County parks presently in the planning area that are owned, operated, and maintained by Los Angeles County. Bouquet Canyon Park in Saugus, William S. Hart Park in Newhall, and Val Verde Park in Val Verde were all developed at the time of the City's incorporation. Del Valle Park and Hasley Canyon Park in Castaic have since been developed. Six other undeveloped park sites have since been acquired or proposed for development. The County parks and park site locations are all illustrated in Exhibit PR-2. Table PR-5 describes the park facilities and acreage at each park location.

### **State Parks**

Two state parks and a portion of a third state park are located within the Santa Clarita planning area. In addition, a new state park has been proposed in an area within the planning area boundaries. State parks are summarized in Table PR-5 and illustrated in Exhibit PR-2.



Exhibit PR-2  
 State and County Park Facilities



**Legend**

- County
- State
- Undeveloped Park Sites



**Santa Clarita General Plan**  
 City of Santa Clarita





**TABLE PR-2**  
**STANDARDS FOR RECREATIONAL ACTIVITY**

TYPE OF RECREATIONAL ACTIVITY	REQUIREMENTS PER POPULATION	SIZE OF SPACE	RECOMMENDED ORIENTATION
<b>Active Recreation:</b>			
Tennis, Outdoor Basketball, other Court Sports	1 per 10,000	1/4 acre	Long axis north and south
Swimming	1 per 20,000	1/2 to 2 acres	Site lifeguard to avoid afternoon sun glare
Softball	1 per 5,000	1.5 acres	Pitcher throws across sun
Volleyball	1 per 5,000	2,000 sq. ft.	Long axis north and south
Golfing	1 18-hole course per 50,000	110 acres	Majority of holes on north/ south axis
<b>Passive Recreation:</b>			
Picnicking	4 per 1,000	varies	Shaded areas
Passive Water Sports fishing, rowing, canoeing	1 lake or lagoon per 25,000	20 acre water area	n/a
<b>Other:</b>			
Parking at Recreational Areas	1 per 1,000	varies	Close to activities
Indoor Recreation Centers	1 per 10,000	1 to 2 ares	Community parks
Outdoor Theaters, Bands	1 per 25,000	5 acres	District parks

TABLE PR-3

SCHOOL RECREATIONAL FACILITIES AND ACREAGE

<u>Map Location</u>	<u>School Name and Location</u>	<u>Facilities</u>	<u>Acres<sup>a</sup></u>
1	Placerita Junior High 25015 Newhall Newhall	Gymnasium, athletic field	13.09
2	Hart High School 24825 Newhall Avenue Newhall	Gymnasium, track field, softball diamond	21.80
3	Arroyo Seco Junior High 27171 Vista Delgado Drive Saugus	Gymnasium, athletic field	8.46
4	Saugus High School 21900 Centurion Way Saugus	Gymnasium, track field, softball diamond	13.69
5	Canyon High School 19300 Nadal Street Canyon Country	Gymnasium, track field	15.44
6	Sierra Vista Junior High 19425 Stillmore Canyon Country	Gymnasium, athletic field	13.58
Total Usable School Acreage			86.06

a The acreage refers only to that portion available for usable open space.

Source: City of Santa Clarita 1989.

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National Forest

Some of the facilities in the national forest include hiking trails and campgrounds. The northern planning area boundary parallels the Los Padres National Forest boundary, as

## *Parks and Recreation Element*

well as a portion of Angeles National Forest. The southeastern portion of the planning area includes part of the Angeles National Forest and encompasses Placerita Canyon State Park.

### **TRAILS**

The Santa Clarita Valley trail system is only partially complete. The Santa Clarita Valley Trails Advisory Committee provided direction and guidance in the development of the trails system. The committee's recommendations were adopted for implementation by both Los Angeles County and the City of Santa Clarita. The result would be a regional trails corridor that will connect in Santa Clarita communities and County unincorporated areas with diverse recreational opportunities in both the area and surrounding region. The trails system as proposed, will be accessible to equestrians, hikers, joggers and bicyclers. A backbone system is proposed along the South Fork of the Santa Clara River, Bouquet Canyon, Sand Canyon and Placerita Canyon areas.

### **EXISTING TRAILS**

The existing hiking trails in the planning area are Los Pinetos and Wilson Canyon Channel Trails in the Placerita Canyon area, and William S. Hart Park in Newhall. An existing trail, which traverses Placerita Canyon State Park, eventually connecting to the proposed Placerita Canyon Trail, is considered only partially complete. Los Pinetos and Hart Park Trails are accessible to equestrians. The existing trails are described below and their locations are indicated in Exhibit PR-3.









TABLE PR-4

COUNTY PARKS

<u>Park Name and Location<sup>a</sup></u>	<u>Facilities</u>	<u>Acres</u>
William S. Hart Park 24151 Newhall Avenue Newhall	Picnic, overnight camping, museum, zoo, hiking trails	110 <sup>b</sup>
Val Verde Park 30300 West Arlington Street Val Verde	Picnic areas, hiking, overnight camping, basketball, tennis courts, shuffleboard, horseshoes, children's play area, swimming	58
Bouquet Canyon Park 28127 Wellstone Drive Canyon Country	Picnic areas, basketball, tennis courts, children's play area, multi-purpose ball field	9
Del Valle Park Sloan Canyon Road and Parker Road Castaic	Children's play area, restroom building, picnic tables, and open play area	5
Hasley Canyon Park Quincy Street and Cambridge Avenue Castaic Junction	Children's play area, restroom building, picnic tables, and open play area	5
County Park Site Poe Development North of McBean Pky. 1/4 mile west of I-5 Stevenson Ranch	Undeveloped	16
Santa Clarita Valley Sports Complex (Proposed) I-5 at Tapia Road Castaic	Undeveloped	50

*Parks and Recreation Element*

**TABLE PR-4 (continued)**

<u>Park Name and Location<sup>a</sup></u> <u>Acres</u>	<u>Facilities</u>	
Begonias Lane Park Begonias Lane and Via Gardenia Canyon Country	Undeveloped	5
Oak Spring Canyon Park Oak Spring Canyon Road and Ada Street Canyon Country	Undeveloped	5
Plum Canyon Park Plum Canyon Road 1/4 mile east of Bouquet Canyon Road Saugus	Undeveloped	8
Northbridge Park Grandview Valencia	Undeveloped	8.4
Total County Park Acreage		279.4

a For map location, refer to Exhibit PR-2.

b 149 acres in Hart Park are open space.

Source: Los Angeles County Parks and Recreation Department.



**TABLE PR-5**  
**STATE PARKS**

<u>Park Name and Location<sup>a</sup></u>	<u>Facilities</u>	<u>Acres</u>
Castaic Lake State Recreation Area 32132 Ridge Route Road Castaic	Picnic, overnight camping, boat rental, fishing, swimming, waterskiing, equestrian trails, visitor's center	8,700
Placerita Canyon State Park 19152 Placerita Canyon Road Placerita Canyon	Nature Center, picnic, overnight and day camping, children's play area, hiking trails, equestrian campground	341
Towsley Canyon Park west of Calgrove/I-5 Santa Susana Mountains <sup>b</sup>	Hiking, equestrian trails lodge, nature center	145
Santa Clarita Woodlands State Park (proposed) west of Newhall	Hiking, camping	6,000
Total State Park Acreage		15,186

a For map location refer to Exhibit PR-2.

b Owned by the Mountains and Recreation Conservation Authority.

Source: Los Angeles County Parks and Recreation Department 1988.  
California Department of Parks and Recreation 1990.

- 
- **Los Pinetos Trail.** This is an equestrian trail with camping facilities available by reservation. The trail follows a flood control channel through 7 miles of natural area including Placerita Canyon State Park. The trail will link the City trails system to the Rim of the Valley State Trail from the proposed Placerita Canyon Trail.

### *Parks and Recreation Element*

- **Wilson Canyon Channel Trail.** Two miles of moderately difficult hiking in the Angeles National Forest provides views of the San Fernando Valley and Placerita Canyon. This trail is a link to the Rim of the Valley State Trail via the Los Pinetos Trail.
- **William S. Hart Park Trail.** This 2.5 mile nature trail winds through the park past the Hart Museum and designated points of interest including views of the Santa Clarita Valley. Separate access is provided for equestrian use.

In addition to the above trails, there are four trails that are located within the Angeles National Forest.

- **Pacific Crest Trail.** This segment of the Pacific Crest Trail extends 160 miles along the Sierra Mountain Range, providing views of the Antelope Valley, various terrain, vegetation wilderness, and the San Gabriel Mountains. Campgrounds, picnic areas, and staging areas are available.
- **Fish Canyon Trail.** The Fish Canyon Trail travels through the canyon along a year-round stream shaded by oak trees, sycamores, alders, and willows. The 6-mile trail passes through Castaic Lake County Regional Area and joins the Pacific Crest Trail. Campgrounds are available.
- **Bear Canyon Trail.** Bear Canyon Trail crosses 5 miles of chaparral area over ridges and summits, through canyons, and eventually connects to the Pacific Crest Trail.
- **Gillette Mine Trail.** The Gillette Mine Trail joins the Pacific Crest Trail after 1 mile of moderately difficult hiking through gold and silver mining ruins.

### **Proposed Trails**

In November of 1987, the Santa Clarita Valley Trails Advisory Committee was formed to review a preliminary hiking, biking, and equestrian trail system proposed by the Los Angeles County Department of Parks and Recreation. The advisory committee

### *Parks and Recreation Element*

represented local and regional government, homeowners organizations, development organizations, and trail proponents. The trail alignments and staging areas recommended by the advisory committee were subsequently adopted by the Los Angeles County and then the City of Santa Clarita upon incorporation

The proposed City trail system is being jointly developed by the County of Los Angeles and the Santa Clarita Department of Parks and Recreation providing hiking and equestrian access throughout the trail network. The South Fork, Santa Clara River, and Bouquet Canyon trails are specifically designed to incorporate bicycling, as well as hiking and equestrian use.

### **RECREATIONAL NEEDS ASSESSMENT**

The existing recreational needs of the City are assessed in this section. The analysis identifies the optimum acreage and number of facilities for the City's population. Santa Clarita's population as of January 1, 1990, was estimated by the State Department of Finance to be 121,163 persons, while the planning area's population is estimated to be 130,849. These figures were used to evaluate the City's and the planning area's existing needs. All City and County owned parks in the planning area are included in the needs assessment.

#### **Parkland Area Assessment**

This section describes existing parks and recreation facilities within the City of Santa Clarita and the planning area. The facilities described include neighborhood and community parks (both City and County), school facilities within the City that are or may be subject to future joint use agreements for park and recreation, regional parks (County and State), and existing and planned trails. Finally, the Parks and Recreation Element

### *Parks and Recreation Element*

Background Section ends with a needs assessment which identifies current deficiencies in park area and facilities.

Table PR-6 shows that developed City and County parks within the City of Santa Clarita presently provide 172 acres (28 percent) of the park acreage needed to meet its goal of 605.82. City parks account for one quarter of the existing acreage; only 10 percent of the goal. Based upon the 5/1,000 standard, City and County parks which serve the entire planning area, including the City, are presently providing 249 acres (38 percent) of the improved parkland needed to meet the planning area's requirement of 654 acres. These park sites also often have unbuilt housing that adds population. When unimproved parkland is considered, the deficiency of parkland decreases to 538 acres and 310 acres for the City and planning area, respectively. Schools are not considered as public parkland since public use is restricted. However, for evaluation purposes only, when school sites are used for park purposes, the deficiency between improved recreational open space and the amount of park space required to meet the 5 acres/1,000 person standard, narrows to 221 acres for the entire planning area.

#### **PARK FACILITIES NEEDS ASSESSMENT**

School facilities and lands have become valuable financial assets for school districts. School sites have been closed and sold or leased for alternative uses to help generate additional financial resources. Long-term reliance on school grounds for open space and parkland purposes can lead to significant future parkland and facility deficiencies.

The National Recreation and Parks Association (NRPA) has developed park standards that can act as a guide for the development of park facilities. The Santa Clarita park facilities needs assessment is based on a standard of 5 acres of parkland per 1,000 persons.



**TABLE PR-6**  
**EXISTING PARK SPACE AND NEEDS ASSESSMENT**  
(in acres)

<u>Existing Improved Parks</u>	<u>City</u>	<u>City and Planning Area</u>
<b>Neighborhood Park</b>		
Almendra	4.30	4.30
Bouquet Canyon	0.00	9.00
Del Valle	0.00	5.00
Hasley Canyon	0.00	5.00
North Oaks	2.30	2.30
Old Orchard	5.40	5.40
Santa Clarita	7.50	7.50
Valencia Meadows	4.80	4.80
Valencia Glen	<u>5.50</u>	<u>5.50</u>
Total	29.80	48.80
<b>Community Park</b>		
Canyon Country	17.20	17.20
H. M. Newhall	15.00	15.00
Val Verde (County)	<u>0.00</u>	<u>58.00</u>
Total	32.20	90.20
<b>Citywide Park</b>		
W. S. Hart (County operated but within City limits)	0.00	110.00
<b>Total Existing Improved Park Space</b>		
City Parks	62.00	249.00
<b>Total Existing Improved Park Space Within the City Limits</b>		
City Parks	62.00	
County operated parks	<u>110.00</u>	
Total	172.00	
<b>Mini-Park</b>		
Calgrove	0.25	0.25
<b>Neighborhood Parks</b>		
Plum Canyon (County)	0.00	8.00
Northbridge (County)	0.00	8.40
Pamplico	5.00	5.00
Begonias Lane	0.00	5.00
Oak Springs	<u>0.00</u>	<u>5.00</u>
Total	5.25	31.65

*Parks and Recreation Element*

**TABLE PR-6 (continued)**

<u>Existing Unimproved Parks</u>	<u>City</u>	<u>City and Planning Area</u>
Community Parks		
Poe Development (County)	0.00	16.00
City-wide Parks		
Santa Clarita Valley Sports Complex (County)	0.00	50.00
<b>Total Existing Unimproved Park Space</b>	<b>5.25</b>	<b>97.65</b>

NEEDS ASSESSMENT

Park Area Needed to Meet Standard of 5 acres/1,000 persons:

	<u>Need</u>	<u>Existing</u>	<u>Deficiency</u>
City	605.82 <sup>a</sup>	62	543.82
Planning Area	654.25 <sup>b</sup>	249	405.25

Park Area Needed to Meet Standard of 5 Acres/1,000 Persons if Existing Unimproved Parks are Developed:

	<u>Need</u>	<u>Total Improved if Undeveloped Are Built</u>	<u>Deficiency</u>
City	605.82	67.25	538.57
Planning Area	654.25	346.65	310.54

Park Area Needed to Meet Standard of 5 Acres/1,000 persons if Available School Sites are Included and Unimproved Parks are Developed:

	<u>Need</u>	<u>Schools and Parks</u>	<u>Deficiency</u>
Planning Area	654.25	432.71 <sup>c</sup>	221.54

- a City park area requirement assumes a population of 121,163 (Department of Finance 1990) for the City.
- b Planning area park requirement assumes a population of 130,849 for the entire planning area (Department of Regional Planning 1989).
- c Approximately 86.06 acres of usable land is located within existing school sites.

## *Parks and Recreation Element*

### **Park Service Areas Needs Assessment**

Santa Clarita, although served by a number of State and County recreation facilities (Castaic Lake State Recreation Area, Placerita Canyon State Park, and William S. Hart Regional Park) has a substantial shortage of neighborhood and community parks in most residential areas. Presently, the City is deficient in the area of community parks as well as parks serving a City-wide function. For general planning purposes, the area served by a neighborhood park is within a 1/2-mile radius of the park. A community park serves an area within a 2-mile radius. The service areas of neighborhood parks are often decreased by geographic or manmade barriers such as rivers, railroad tracks, or major roadways. Community and City-wide parks are less affected by the above barriers.

The service radii for neighborhood and community park sites necessary to meet the current needs within the planning area are shown on Exhibit PR-5. The service radii for future neighborhood parks to meet the planning area's needs are shown on Exhibit PR-6. The service radii for future community parks to meet the planning area's needs are shown on Exhibit PR-7. These radii illustrate approximate future park locations and are estimations of needs within the planning area. Future growth and population distribution will define both the exact locations and exact area needs.





For purposes of evaluating present and future park service area needs, the planning area was divided into four zones. These zones generally correspond to the four elementary school districts in the planning area. Currently there are two zones that are extremely deficient in improved parkland. These zones are illustrated on Exhibit PR-8. The identification of extremely deficient zones is based on current population figures utilizing a 5 acre per 1,000 persons ratio.

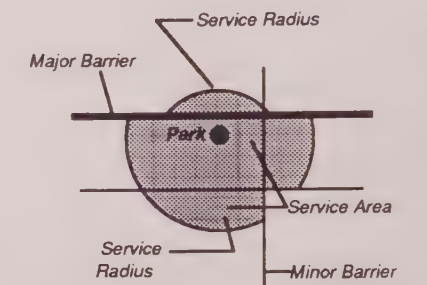




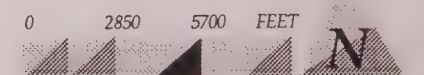
Exhibit PR-4  
Parks Radius Map  
for City

Legend

-  Existing
-  Undeveloped
- Radius**
-  2 Miles
-  1/2 Mile



Sources:  
Los Angeles County  
Department of Parks & Recreation  
City of Santa Clarita  
Department Parks & Recreation  
Valencia Company



ANGELES NATIONAL  
FOREST



Santa Clarita General Plan  
City of Santa Clarita














Neighborhood and Community  
Park Site Necessary to Meet  
Current Needs Within  
the Planning Area

Legend

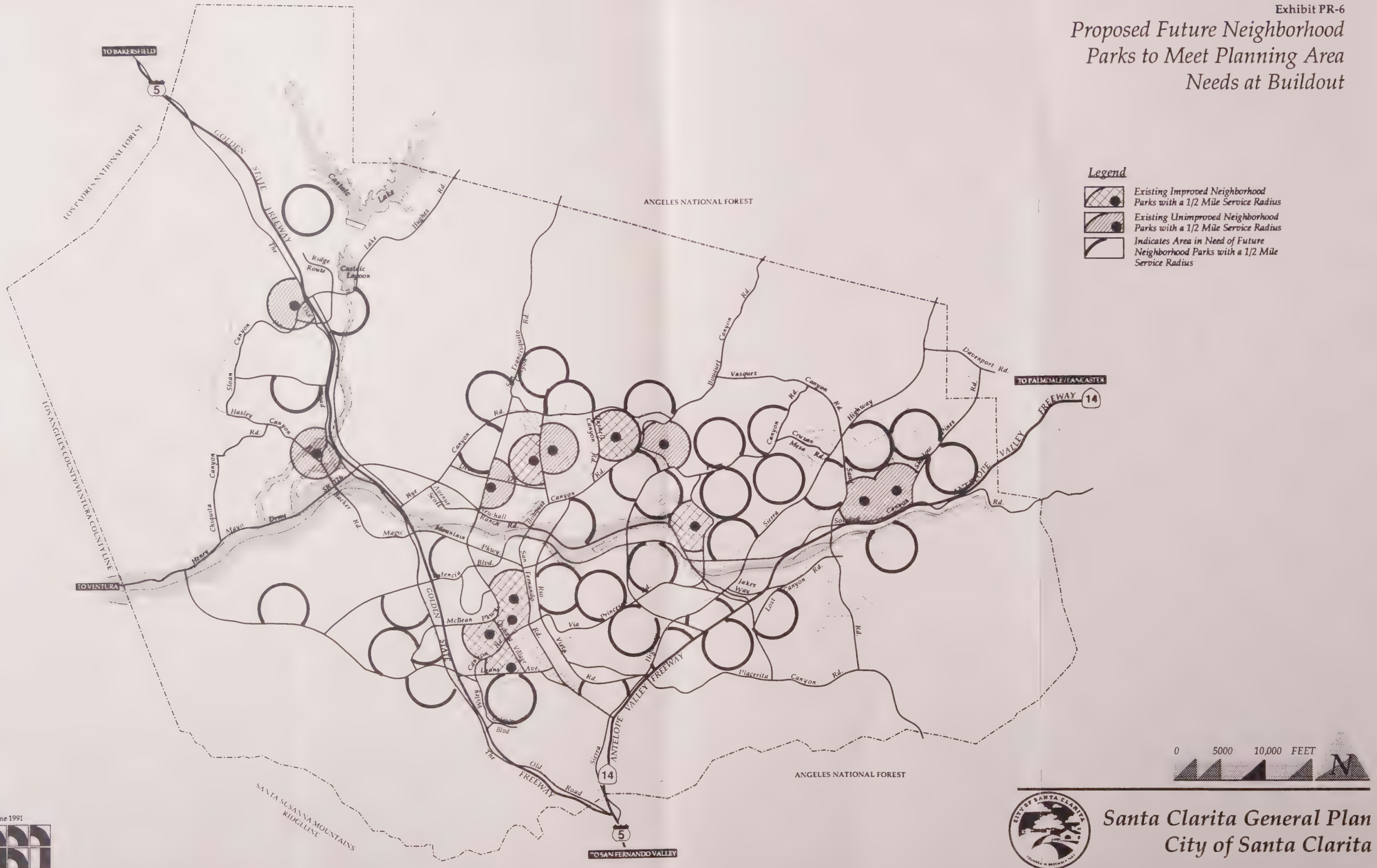
-  Existing Improved Community Park with a Two Mile Service Radius
-  Proposed Area to Locate a Future Community Park with a Two Mile Service Radius
-  Existing Improved Neighborhood Park with a 1/2 Mile Service Radius
-  Existing Unimproved Neighborhood Park with a 1/2 Mile Service Radius
-  Indicates Area in Need of Future Neighborhood Park
-  Existing Improved City Wide Park
-  Existing Unimproved City Wide Park





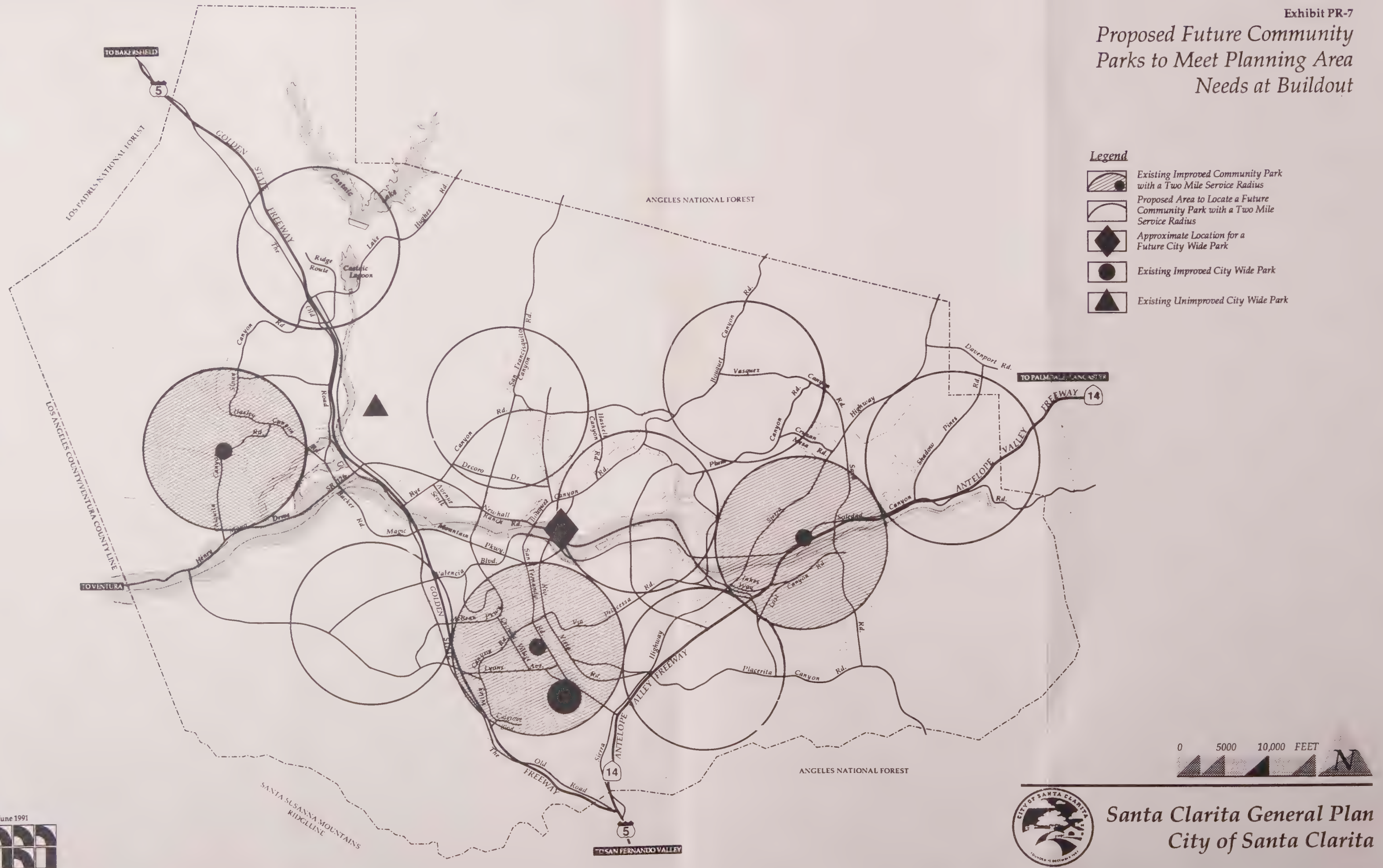


# Proposed Future Neighborhood Parks to Meet Planning Area Needs at Buildout





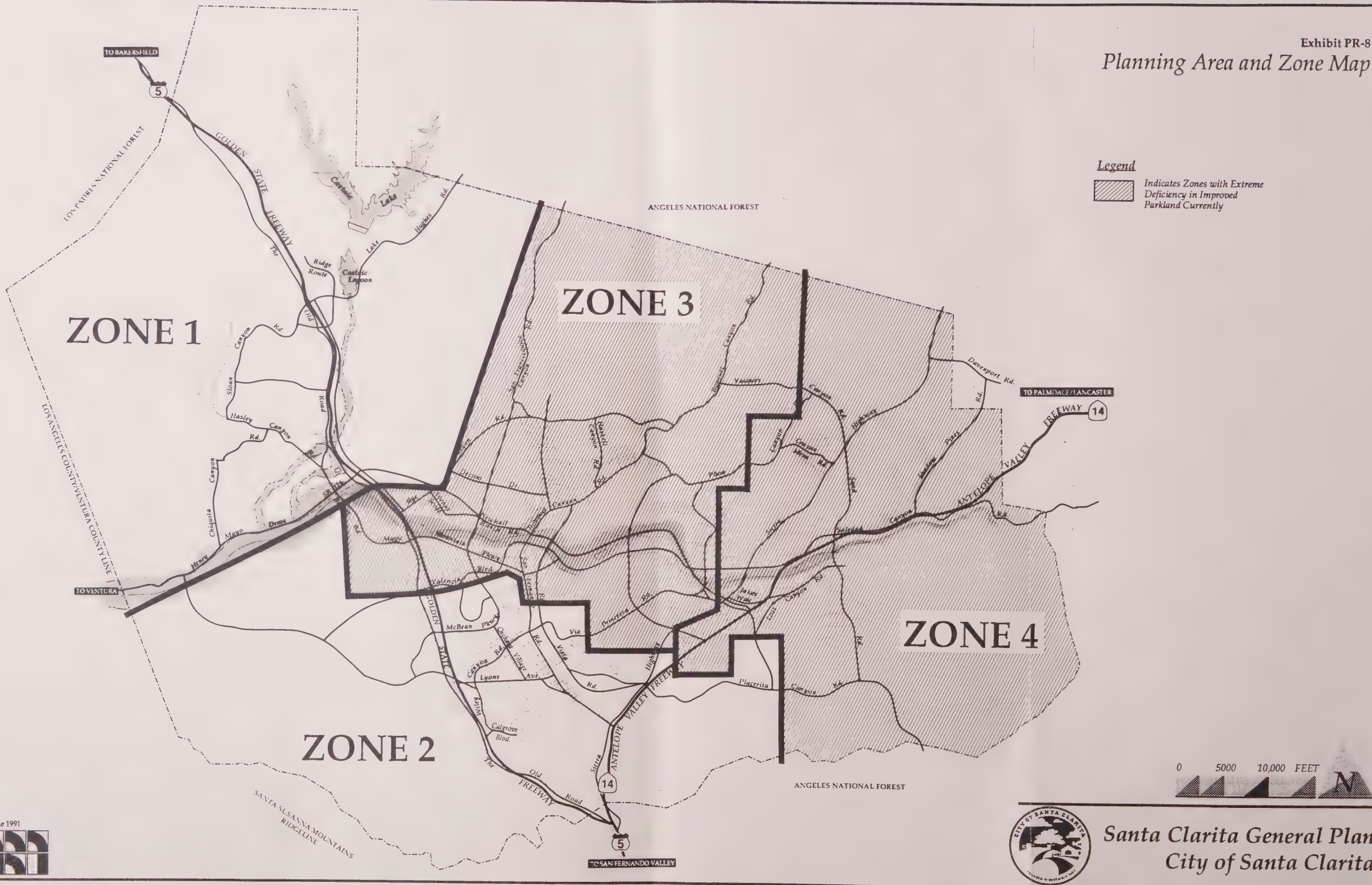
# Proposed Future Community Parks to Meet Planning Area Needs at Buildout







# Planning Area and Zone Map





### *Parks and Recreation Element*

At eventual build-out in the planning area, the needed improved parkland acreage by zone are as follows:

Zone 1: 165 to 175 acres of developed parkland;

Zone 2: 320 to 330 acres of developed parkland;

Zone 3: 700 to 710 acres of developed parkland; and

Zone 4: 310 to 320 acres of developed parkland.

This future parkland need and corresponding zones is shown on Exhibit PR-9. This acreage shall consist within neighborhood, community, and City-wide parks. The above projections are based upon present and future population estimates described within the plan utilizing the 5 acre per 1,000 persons ratio.

Presently, multi-purpose facilities are not provided for within the planning area. These facilities shall act as community centers for the residents of the planning area providing recreational, cultural, and athletic centers for the residents of the planning area. These facilities should normally be provided for within community and City-wide parks only. Future mechanisms and the adoption of a parkland dedication ordinance will enable the implementation of these centers. In conjunction with this, standards for these centers shall also be developed.

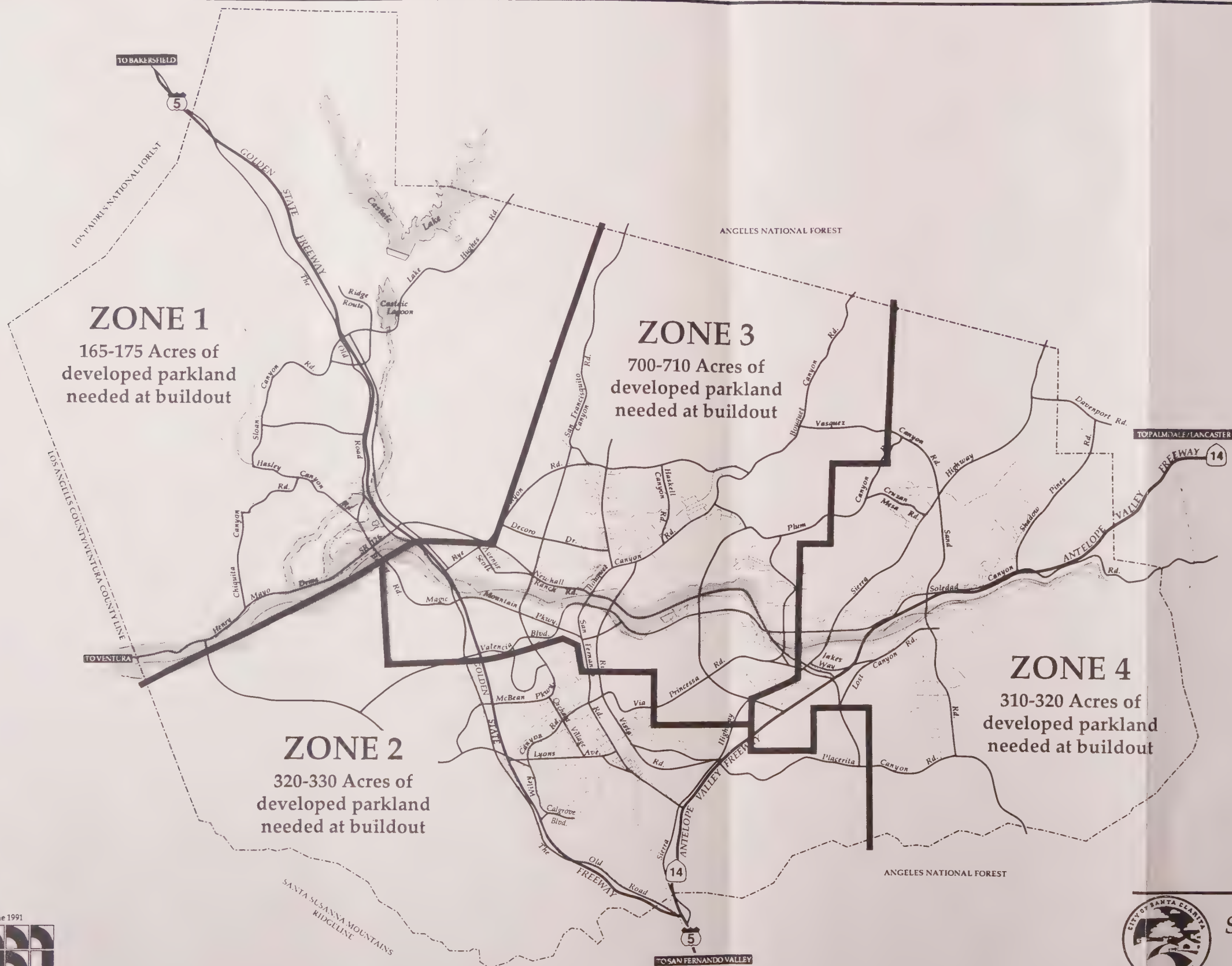
### **GOALS AND POLICIES**

The goals and policies in the following pages were developed as a means of addressing the deficiencies identified in the previous assessment sections and meeting the future needs of the Valley. The goals and policies will be used in conjunction with the other sections of the Parks and Recreation Element to guide the City in the provision of park and recreational opportunities in the Valley.





# Total Improved Park Acres Needed at Buildout





## *Parks and Recreation Element*

### **Development of a Comprehensive System of Parks and Recreational Facilities to Meet Existing and Future Needs of Residents**

**GOAL 1:** Provide, develop, and maintain parks with quality recreational facilities dispersed throughout the area.

- Policies:**
- 1.1** Provide a combination of local park acreage, park facilities, and recreation programs to serve neighborhood needs.
  - 1.2** Develop a variety of park types and sizes (regional, community, neighborhood) which are distributed adequately to serve all area residents and to prevent overcrowding and overuse.
  - 1.3** Provide programs for a variety of passive, educational, and active recreational opportunities for all area residents.
  - 1.4** Establish a master plan of parks and recreation facilities.
  - 1.5** Promote the integration of the network of trails and open space to provide linkages to parks within and outside the planning area.
  - 1.6** Use every opportunity to obtain land and facilities as it becomes available and/or ahead of need and hold, or landbank, for subsequent improvement to meet future park and recreation needs. Establish an open space district for the purpose of acquiring park and open space land.
  - 1.7** Actively encourage support where practical, for the acquisition of the lands of the Santa Clarita Woodlands Park.

### **Park Standards**

**GOAL 2:** To establish standards and implementation measures to guide future parkland development throughout the area as provided in this element.

- Policies:**
- 2.1** Implement the standards for park acquisition concerning the location, size, service radius, configuration, slope evaluation, access, and infrastructure as described in the parks and recreation element.
  - 2.2** Implement those service and park area standards identified in the parks and recreation element.

### *Parks and Recreation Element*

- 2.3 Locate and identify potential new park sites using a park overlay designation. Place an emphasis on requiring and developing park sites in underserved areas of the City.
- 2.4 Aggressively seek and obtain land for parks in all areas where available.
- 2.5 Explore alternative funding sources for the acquisition and development of new parks and recreation/open space districts.

### **Park Improvements and Maintenance**

**GOAL 3:** To encourage the improvement, rehabilitation, and maintenance of existing parks and recreational facilities.

- Policies:**
- 3.1 Improve existing athletic fields with lights and equipment as recommended by the City Department of Parks and Recreation.
  - 3.2 Establish a park funding program to ensure that the funds are available to improve and maintain dedicated parkland or acquired park acreage.
  - 3.3 Provide low-maintenance, vandal-resistant parks, recreational facilities, and equipment.
  - 3.4 Promote the establishment of citizen volunteer programs for park maintenance in cooperation with the Department of Parks and Recreation.
  - 3.5 Pursue mechanisms, such as a joint powers agreement, by which the City, County and school districts can establish standards for the improvement and maintenance of parks in a manner consistent within the planning area.
  - 3.6 Use reclaimed water, where possible, for park irrigation purposes.

### **Parks Acquisition**

**GOAL 4:** Aggressively pursue acquisition of future parkland.



### *Parks and Recreation Element*

- Policies:**
- 4.1** Encourage the use of developer fees and land dedication incentive programs.
  - 4.2** Encourage the use of existing public easements for parks development, subject to safety limitations.
  - 4.3** Incorporate standards to acquire, improve, and maintain new park sites in development agreements.
  - 4.4** Evaluate and revise, when necessary, the existing Quimby Fee Ordinance to provide adequate park facilities and maintenance, and examine other additional sources of revenue for new park development.
  - 4.5** Develop design standards for private parks and evaluate the role of private parks.
  - 4.6** Pursue other funding mechanisms for park development including grants, bonds, assessment districts, and other funding resources.

### **Recreational Use of the Santa Clara River and Other Natural Features**

**GOAL 5:** Utilize the Santa Clara River as a central recreational corridor and identify other significant natural features to be designated as open spaces, parks, and recreational opportunities.

- Policies:**
- 5.1** Establish the Santa Clara River as a major recreational focal point within the valley.
  - 5.2** Encourage multiple uses of public easements and public lands, such as the flood inundation areas of the Santa Clara River and its tributaries, for recreational purposes.
  - 5.3** Promote the implementation of the Santa Clara River Recreation and Water Features Study.
  - 5.4** Investigate and implement, where appropriate, buffer zones between sensitive ecological areas and proposed development.

### *Parks and Recreation Element*

- 5.5 Encourage the development of compatible uses next to the Santa Clara River and the inclusion of development features which provide for public access and use of the river.
- 5.6 Encourage development of a linear greenway system.
- 5.7 Investigate new funding sources to pay for the implementation of the Santa Clara River recreation and water feature study.
- 5.8 Encourage the development of a regional plan for the Santa Clara River which incorporates trails to the ocean.

### **Development of Parks and Recreational Design Criteria Which Encourage Public Safety and Sensitivity to Impacts On Existing and Future Neighborhoods**

**GOAL 6:** Develop and implement the design criteria for park areas described in the parks and recreation element which consider park access, safety, appropriate signage, parking requirements, and the preservation of natural features.

- Policies:**
- 6.1 Design new recreational areas to minimize the visual, noise, and traffic impacts on neighboring communities.
  - 6.2 Implement design guidelines which provide for appropriate access, safety, parking requirements, and signage.
  - 6.3 Provide adequate and appropriate park supervision by Parks and Recreation staff.
  - 6.4 Provide design guidelines for the preservation of natural features.
  - 6.5 Implement consistent park development standards for both private and public parks.

### **Establishment of a Comprehensive Trails System**

**GOAL 7:** Provide an efficient public trails system linking public space and adjacent regional systems to meet transportation and recreational needs of the area.

*Parks and Recreation Element*

- Policies:**
- 7.1 Establish a valley-wide regional trail system complete with staging areas and trail heads which link City parks, wilderness open space areas, regional parks, and the trail system.
  - 7.2 Design trail routes, trail heads, and staging areas and designate trail uses to minimize impact upon adjacent property, neighborhoods, and fragile habitats.
  - 7.3 Promote cooperation between local, state, and federal agencies in the extension and expansion of regional trail systems.
  - 7.4 Encourage multiple use and dedication of existing public easements for trail development including, but not limited to, utility lines and access easements, where appropriate.
  - 7.5 Developments along the trail backbone system shall be conditioned to provide public trail corridors.
  - 7.6 Consider the implementation of recommendations for trail alignment and staging areas, as proposed in the adopted Master Trails Plan.
  - 7.7 Implement the transfer of responsibility for trails development and maintenance within City boundaries from County jurisdiction to the City Parks and Recreation Department, where appropriate.
  - 7.8 Utilize the Santa Clara River as a focal point for development of an integrated system of trails, parks, and open space.
  - 7.9 Provide equestrian, bicycle, and pedestrian trail development along routes which are viable to the health and safety of horse and rider.
  - 7.10 Provide equestrian and pedestrian trails and bikeways which are separate from vehicular traffic and provide maximum safety when the crossing of streets or highways is necessary.
  - 7.11 Emphasize trail design in the Sand Canyon and Placerita Canyon areas, and other rural areas, which can accommodate both pedestrians and equestrians.
  - 7.12 Provide trail access to scenic viewpoints and provide scenic overlooks and picnic areas along trail routes.

### *Parks and Recreation Element*

- 7.13 Pursue the development of a bike trail that connects with existing and planned trails in Ventura and Los Angeles counties.
- 7.14 Develop trail standards for construction of new trails.
- 7.15 Public open space acquisitions shall be designed to provide trail segments to accommodate public access.
- 7.16 Private open space areas shall be conditioned to provide public trail easements at appropriate locations.

### **Development of Community Centers**

**GOAL 8:** To develop community centers which provide multiple-use opportunities for the residents of the planning area on community and City-wide parks and other such locations deemed appropriate.

- Policies:**
- 8.1 Develop standards for and promote the development of community centers.
  - 8.2 Pursue property acquisition for the development of a recreational, cultural, community center, and athletic center at the Saugus Rehabilitation site or at other appropriate locations.
  - 8.3 Develop mechanisms to provide and support community cultural arts facilities and programs.
  - 8.4 Promote joint property agreements for use and development of joint school park sites and facilities.

### **Provision of Recreational Opportunities For All Age Groups and Economic Backgrounds**

**GOAL 9:** To develop a system of parks and recreational facilities and programs which provide recreational opportunities for all segments of the community.

- Policies:**
- 9.1 Evaluate the feasibility of providing and staffing public facilities for child care in conjunction with City parks and recreation programs.



### *Parks and Recreation Element*

- 9.2 Establish a Teen Activities Council to be planned, organized, and operated by local youth under the administration of the Department of Parks and Recreation.
- 9.3 Promote the tree planting program and establish other nature and environmental programs.
- 9.4 Establish a diverse year-round entertainment program, including concerts, performing arts, and other programs.
- 9.5 Establish citywide volunteer programs under the direction of the Department of Parks and Recreation.
- 9.6 Provide recreational and leisure time opportunities for senior citizens.
- 9.7 Promote the development of organized youth sports activities.
- 9.8 Investigate the appropriateness of user fees and/or subsidies for specialized recreational services.

### **Private Developers and Public Agencies Cooperation**

**GOAL 10:** To promote public/private cooperation in developing park improvements, recreational services, and facilities.

- Policies:**
- 10.1 Promote the expansion of joint-use agreements with the school district to provide recreational programs and facilities in existing and future residential neighborhoods.
  - 10.2 Encourage private joint-use agreements for facilities provided by non-profit agencies such as the YMCA, and Boys and Girls Club.
  - 10.3 Encourage and promote cooperation between agencies to facilitate the multiple use of public rights-of-way consistent with the general plan and public safety.
  - 10.4 Promote cooperation between federal, state, and local agencies to coordinate regional park planning.

### *Parks and Recreation Element*

- 10.5 Encourage the development of private commercial recreation facilities such as batting cages, miniature golf, driving ranges, aquatic facilities, skate courses, food service concessions, and other commercial activities.
- 10.6 Encourage developers to improve and/or construct parks and recreational facilities in lieu of paying fees as partial fulfillment of park and recreation requirements.

#### **Development of Recreational Facilities and Services for the Area's Business Community**

**GOAL 11:** To develop facilities and services that meet the needs of retail, commercial, and industrial businesses in the planning area.

- Policies:**
- 11.1 Require the development of park and recreation facilities in commercial and industrial areas to provide services and programs for employees where appropriate.
  - 11.2 Explore mechanisms to obtain commercial and industrial park development fees and/or provision of other recreational opportunities, passive and active.
  - 11.3 Consider the establishment of an Industrial/Commercial ad hoc Parks Advisory Committee that reports to the Parks and Recreation Commission.
  - 11.4 Conduct periodic survey of needs to target those recreational facilities and services that should be developed.

#### **IMPLEMENTATION OF THE PARKS AND RECREATION ELEMENT**

The City believes in and is committed to the implementation of this plan. Whereas the goals and policies of the plan establish the general framework for future growth and development, actual realization of the plan can only be accomplished through the specific implementing actions that the City subsequently undertakes.

### *Parks and Recreation Element*

The primary tools with which the City should undertake to implement the Parks and Recreation Element of the plan include:

- A parkland dedication ordinance
- A gift or public trust park and recreation ordinance
- Provisions for onsite recreational opportunities in residential as well as commercial and industrial categories
- Park bonds and State grants and funds
- Dedication of trail easements
- Establishment of landscape maintenance districts

The City will prepare and adopt an implementation program which will be set forth in a separate document and will not be a part of the General Plan. The implementation program will set forth projects, programs, proposed ordinances, and guidelines for development and will include priorities and schedules for the consideration and adoption of these subsequent actions. The implementation program will be a dynamic document containing specific implementations which will be periodically reviewed and updated to reflect changing conditions, needs, and priorities.





# Resources Management

## *Chapter 3*



City of Santa Clarita



# Open Space and Conservation Element



City of Santa Clarita





## OPEN SPACE AND CONSERVATION ELEMENT

### INTRODUCTION

This element represents the combination of two state required elements of the General Plan: the Open Space Element, and the Conservation Element. These two elements are integrally related to one another and frequently overlap, therefore, they have been combined for the purpose of this General Plan.

The State requires every General Plan to have an Open Space Element (Section 65302(e)). The Open Space Element must include an inventory of private and public open space. In addition, the Open Space Element must identify goals and policies for managing these open space areas and specific measures to implement them as defined in the General Plan. The purpose of the Open Space Element is to guide and set a policy framework for the existing and future open space uses within the City of Santa Clarita and the planning area. Open space is intended to encourage and contribute to economic, social and physical health, safety, and welfare of the City's residents. Open space should provide a variety of amenities by adding aesthetic relief to developed areas in addition to providing areas for active and passive recreation.

The state requires every General Plan to have a Conservation Element (Section 65302(d)). The Conservation Element should serve to protect and maintain the state's natural resources and to prevent their wasteful exploitation and destruction. The purpose of the Conservation Element is to guide and set policy for the natural environment which includes the physical world of humans and factors surrounding them. These factors include land, water, air, climate, vegetation and wildlife.

## *Open Space and Conservation Element*

The Open Space and Conservation Element covers a wide variety of natural resources in the Santa Clarita Valley. These resources can be broken down into seven categories.

The categories are as follows:

- Open Space
- Biological
- Soil
- Mineral
- Water
- Cultural
- Historical

From the inventory of these resources, the City can focus appropriate actions and efforts to the preservation and conservation of open space. Santa Clarita is fortunate to have many areas within the City and the planning area that remain undeveloped due to previous protection, inaccessibility, lack of infrastructure, excessive development costs and market conditions.

### **OPEN SPACE RESOURCES**

The State of California requires every city and county to take steps to protect open space within the community. The open space resources within the Santa Clarita planning area have continually diminished under the constant population growth and increasing housing demand. Nevertheless, Santa Clarita's open space resources are presently, quite extensive. This section provides a baseline assessment and inventory of existing open space in the City and the planning area.

As of October 1990, the City of Santa Clarita had a total land area of approximately 25,619 acres (40.03 square miles). An estimated, 52 percent of this total land area is in

### *Open Space and Conservation Element*

some form of vacant or open space. Within the larger planning area, consisting of approximately 106,840 acres (167 square miles) in area, an estimated 75 percent was classified as vacant or open space land. Table OS-1 indicates the distribution of open space land while the location and extent of open space is illustrated in Exhibit LU-1 in the Land Use Element Background Report.

### **BIOLOGICAL RESOURCES**

The Santa Clarita planning area encompasses the Santa Clara River Valley, the east extension of the Santa Susana Mountains, the western-most reaches of the San Gabriel Mountains, and the southern slopes of the Sierra Pelona. The principal natural features of the Santa Clarita Valley are the Santa Clara River, Castaic Valley, San Francisquito Canyon, Bouquet Canyon, Placerita Canyon, and Hasley Canyon. The Santa Clara River flows west from the San Gabriel Mountains to the Santa Susana Mountains and on through Ventura County to the ocean. This complex topography provides a natural setting that supports a diverse assemblage of biotic communities.

Much of the existing development is concentrated along the Santa Clara River and I-5, due to limitations imposed by the surrounding national forest lands. Although substantial portions of the planning area have been developed, a large portion of the Planning Area still supports native vegetation. The primary natural communities are Mediterranean-type ecosystems which are adapted to the cool, wet winters and hot, dry summers typical of the region. The Santa Clara River and numerous tributaries provide regionally important riparian habitat.

**TABLE OS-1**  
**DISTRIBUTION OF OPEN SPACE LANDS<sup>a</sup>**

	<u>City</u>		<u>Unincorporated</u>	
		Percent of Total City Area		Percent of Total Unincorporated Area
	<u>Acres</u>		<u>Acres</u>	
Vacant	12,303	46.3	60,889	68.3
Open Space	430	1.6	593	0.8
Park	255	1.0	112	0.1
Oil	564	2.1	4,058	5.0
Mining	203	0.7	466	0.6
Landfill	--	--	216	0.2
Cemetery	<u>38</u>	<u>0.1</u>	<u>--</u>	<u>--</u>
Total	13,793	52.0	66,334	+ 75.0

<sup>a</sup> Does not include the approximately 57,000 acres of National Forest lands within the City planning area.

Source: Michael Brandman Associates 1990.

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### **Existing Biological Resources**

Seven major plant communities (Holland 1986) were identified with the aid of 3000-scale (1" = 3000') aerial photographs. Field verification was conducted in November 1989. The seven communities in the planning area are: (1) Interior Live Oak Woodland, (2)



### *Open Space and Conservation Element*

Valley Oak Woodland, (3) Coast Live Oak Woodland, (4) Riversidean Sage Scrub, (5) Semi-desert Chaparral, (6) Southern Cottonwood-Willow Riparian Forest, and (7) Mulefat Scrub. Areas that have been developed or disturbed but still may contain remnants of native plant communities are described. In addition to these plant communities, there is open water habitat provided by Castaic Lake, Castaic Lagoon, and limited areas along the Santa Clara River. Generalized plant communities are shown on Exhibit OS-1.

### **SIGNIFICANT ECOLOGICAL AREAS**

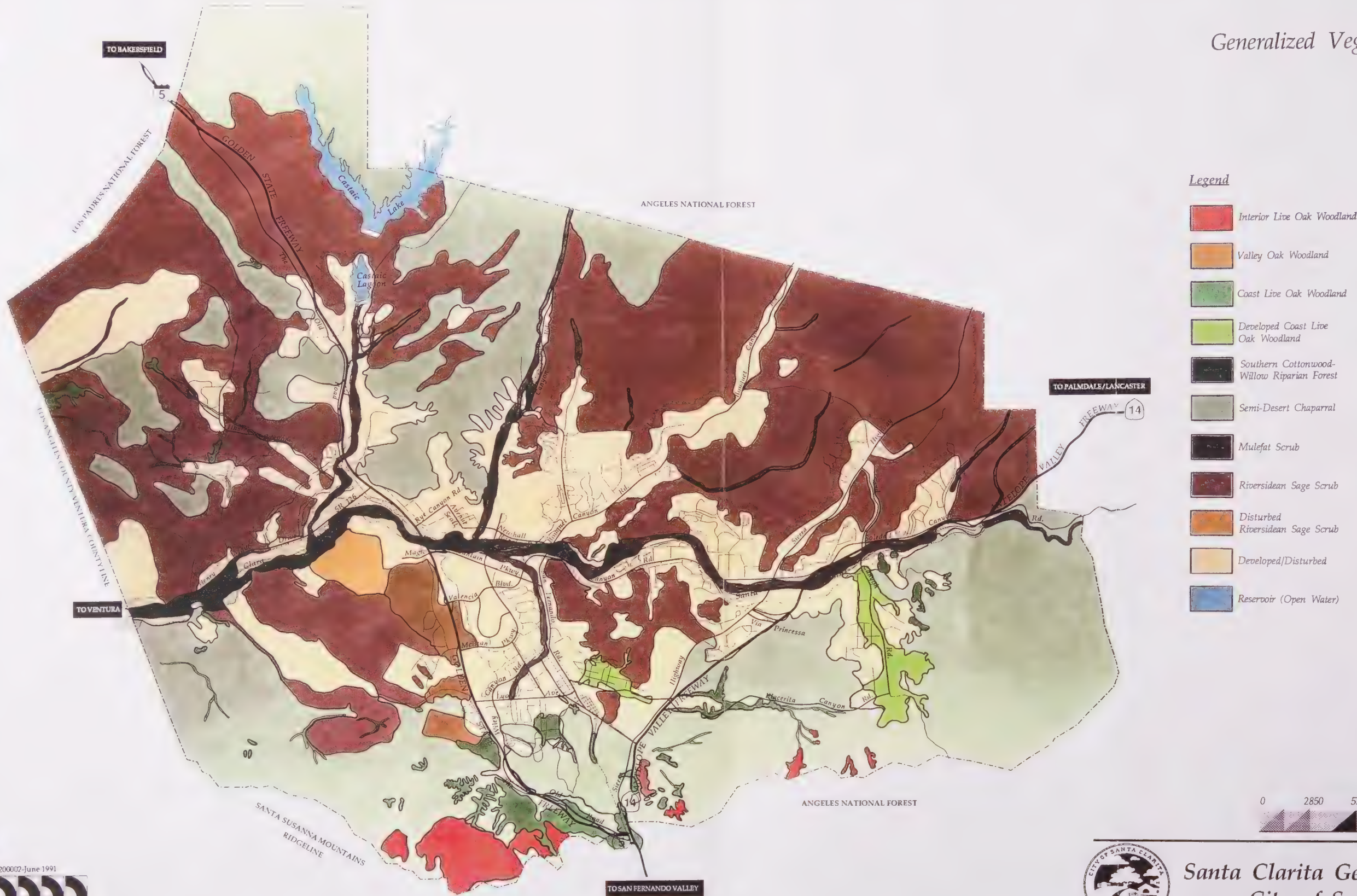
Los Angeles County has designated five locations in the Santa Clarita Valley as Significant Ecological Areas (SEAs). These are ecologically fragile or important land, and water areas that are valuable as plant or animal communities. The SEAs include the Santa Clara River, the Santa Susana Mountains, San Francisquito Canyon, Lyon Canyon, and Valley Oaks Savannah. The Santa Clara River SEA and the Valley Oak Savannah are the only SEAs that occur within the City boundaries. The five SEAs are described below and their locations are shown in Exhibit OS-2.

1. **Santa Clara River.** This is the largest SEA in the Santa Clarita Valley, extending through the City of Santa Clarita and along the entire Santa Clara River watershed. It supports a variety of natural habitats including freshwater marsh, coastal sage scrub, oak woodland, and riparian woodlands. A great portion of the river channel, through the planning area, remains dry for most of the year. In scattered areas, however, the water table under the stream bed is high, and lush riparian vegetation provides refuge for birds and wildlife. For example, the red-shouldered hawk (*Buteo lineatus*) is restricted to this community and is becoming increasingly uncommon in Southern California due to habitat destruction. This assemblage of vegetation described as a broad wash association in the SEA descriptions is unlike that found in steeper mountain canyons and is rare in the Los Angeles basin. It is the only major river drainage from the San Gabriel Mountains that remains unchannelized for most of





Generalized Vegetation Map





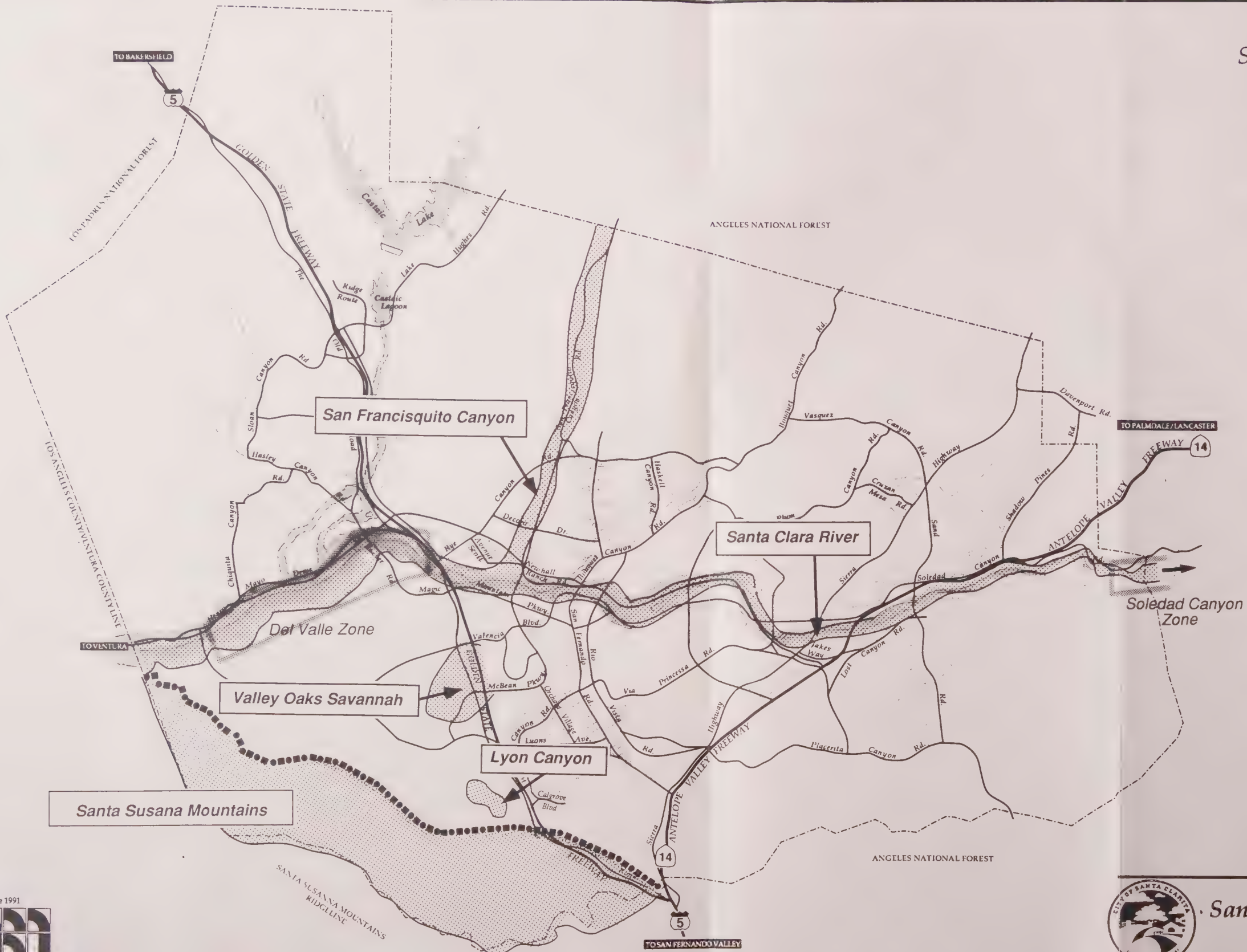




# Significant Ecological Areas

## Legend

-  Significant Ecological Areas
-  Essential Habitat for the Threespine Stickleback





### *Open Space and Conservation Element*

its length. This area was designated as an SEA primarily because of the threat of loss of suitable habitat for the unarmored threespine stickleback (Gasterosteus aculeatus williamsoni), a federally and state-listed endangered species. This species formerly occurred in the Los Angeles, San Gabriel, and Santa Ana rivers but is now restricted to San Francisquito Canyon, three areas in the Santa Clara River, and San Antonio Creek on Vandenberg Air Force Base. The stickleback requires clean, free-flowing perennial streams and ponds surrounded by natural vegetation. The adjacent floodplain of the Santa Clara River is included in this SEA in order to preserve this habitat. The natural vegetation along the intermittent portion of the stream slows heavy runoff during rainy seasons and thus decreases destruction and siltation of stickleback habitats downstream.

2. **Santa Susana Mountains SEA.** The western-most portion of the planning area encompasses a portion of this SEA which covers 12,000 acres. These mountains are one of several relatively small ridges (dominated by Oat Mountain at elevation 3,840 feet) that form the western end of the transverse ranges and blend eastward into the larger San Gabriel and San Bernardino Mountains. The Santa Monica Mountains are also part of this system. Vegetation within this SEA consists of coastal sage scrub on the south facing sunlit slopes and dense chaparral on the north facing slopes. Riparian and oak woodland vegetation is found along stream drainages and within canyons, along with Bigcone Spruce, Bigleaf Maple, and California Walnut. The oak woodland habitat is extremely diverse containing six species of oaks, one of which (Dunn's Oak--*Quercus dunni*), is found only in this area of Los Angeles County. The interior portions of the Santa Susana Mountains are largely undisturbed by the urbanization that has occurred both to the south (San Fernando Valley) and to the north (Santa Clarita). These wilderness areas are important for maintaining gene flow and wildlife movement between the Santa Monica and the San Gabriel mountains, which are now largely isolated from one another by urban development.
3. **San Francisquito Canyon SEA.** San Francisquito Canyon SEA contains an intermittent stream that drains the hillsides north of the planning area in the Angeles National Forest. Riparian vegetation is located in the canyon bottom along the stream channel, while grasslands and chaparral are found on the walls. This SEA was designated because it supports populations of the Unarmored Threespine Stickleback, a federal and state-listed endangered species. The San Francisquito Canyon SEA is



## *Open Space and Conservation Element*

currently maintained to prevent downstream siltation of the Santa Clara River and provide constant water flows to preserve designated critical habitat for the Unarmored Threespine Stickleback. The San Francisco floodplain is included in the SEA in order to preserve downstream stickleback habitats.

4. **Lyon Canyon SEA.** The Lyon Canyon SEA is located in the southwest portion of the planning area, west of I-5, and covers approximately 150 acres. This SEA is a relatively narrow canyon that contains both an oak woodland community and a substantial chamisal chaparral community. The oak woodland, found in the southern portion of the SEA contains both the Coast Live Oak (Quercus agrifolia) and the Valley Oak (Quercus lobata). The northern region of the SEA contains the chaparral community consisting of Sugarbush, Ceanothus, Black Sage, Mule Fat, and Chamise, which is the dominant shrub.
5. **Valley Oaks Savannah SEA.** The Valley Oaks Savannah SEA covers approximately 400 acres and is located west and east of I-5, south of the Valencia interchange. This area contains one of the last remaining stands of Valley Oak in the Santa Clarita Valley, and it represents the southernmost limit of large, contiguous Valley oak savannah in California. Although the stand is quite extensive, little regeneration is occurring, possibly due to grazing or other disturbances. The vegetative land cover consists mainly of weed-dominated grasslands. Scattered Coast Live Oaks occur throughout the site as well.

### **Sensitive Biological Resources**

Sensitive biological resources located within the planning area include riparian habitats, oak woodlands, and potential nesting and foraging habitat for sensitive and endangered species.

Riparian habitats, especially along the Santa Clara River, include Southern Cottonwood-Willow riparian forest and Mulefat Scrub. These plant communities provide nesting and foraging habitat for many sensitive bird species including the endangered least Bell's Vireo (Vireo bellii pusillus), the Willow Flycatcher (Empidonax traillii), the



### *Open Space and Conservation Element*

Yellow-Breasted chat (Icteria virens), and the Yellow Warbler (Dendroica petechia). Riparian habitats along the Santa Clara River, Soledad Canyon, and San Francisquito Canyon are habitat areas primarily for the endangered Unarmored Threespine Stickleback. The riparian scrub habitats in Mint Canyon and other tributaries to the Santa Clara River may support the Slender-Horned Spineflower (Centrostegia leptoceras).

Important habitats and biological resource areas within the Santa Clarita planning area are listed below:

- Land within the Angeles and Los Padres National Forests, including Elsmere Canyon, and wildlife corridors between the Santa Susana Mountains and the San Gabriel Mountains.
- Canyon areas, including Whitney Canyon, Elsmere Canyon, Wiley Canyon, East Canyon, Towsley Canyon, Rice Canyon, San Francisquito Canyon, and other canyons which provide important habitat (water, food and shelter) and biological resources, and add to the viewshed of the Santa Clarita Valley.
- Habitat for federally listed endangered, threatened, or rare plant and wildlife species associated with riparian woodlands in the Santa Clara River.
- State listed endangered plant and wildlife species associated with riparian woodlands in the Santa Clara River.
- Open water habitat provided by Castaic Lake, Castaic Lagoon, and isolated locations along the Santa Clara River.
- Habitat for federally listed endangered, threatened, or rare plant and wildlife species found in chaparral and coastal sage scrub vegetation.
- State listed endangered plant and wildlife species found in chaparral and coastal sage scrub habitat.

### *Open Space and Conservation Element*

- Habitat and associated biological resources in five significant ecological areas (SEA) designated by the County of Los Angeles: Santa Clara River SEA, Lyon Canyon SEA; San Francisquito Canyon SEA, Santa Susana Mountain SEA, Valley Oaks Savannah, Newhall SEA.
- Oak trees located within the City of Santa Clarita.

### **Sensitivity Matrix For City**

The assessment of biological resources was organized to follow the seven study areas within the Santa Clarita planning area. The sensitivity matrix provides information on sensitive biological resources known to occur or having potential habitat in each of the identified seven study areas. The sensitivity rating depends upon the presence of watershed, upland habitat that may support sensitive plant species, or other sensitive biological issues. The study areas are indicated on Exhibit OS-3 and include the following:

- North Valencia
- Bouquet Canyon
- Canyon Country
- South Valencia
- Saugus
- Newhall-Placerita
- Sand Canyon

Table OS-2 shows a matrix of numerical ratings for each of the study areas. The numerical ratings are based on the degree to which the sites would be involved in regulatory processes, which is in turn based on the size of the areas and habitat types involved. The ratings also consider how rigorous the applicable regulations will be for each area. For example, the North Valencia study area contains a very short section of the Santa Clara River. It is, therefore, subject to 404 permitting, California Department



Biological Resources Study Areas  
Showing Habitat Sensitive Ranks



Legend

- Riparian Woodland/Mulefat Scrub
- Oak Woodland
- Chaparral/Scrub Habitat
- Disturbed/Developed

Study Areas

- 1-North Areas
- 2-Bouquet Canyon
- 3-Canyon Country
- 4-South Valencia
- 5-Saugus
- 6-Newhall/Placerita
- 7-Sand Canyon

Source: Los Angeles County



Santa Clarita General Plan  
City of Santa Clarita





### *Open Space and Conservation Element*

of Fish and Game 1603 permitting, Significant Ecological Area Technical Advisory Committee review, and consultation with U.S. Fish and Wildlife Service and California Department of Fish and Game because of two endangered species. There is also a small portion of undisturbed chaparral that may harbor plant species of concern.

The totals in Table OS-2 are the sum of all the ratings for each of the seven study areas. These totals provide an estimate of the sensitivity of the study areas in terms of biological resources. The areas with high totals probably contain endangered or threatened species, encompass a wetland area, and have some oak trees present. The lowest ranked areas have little likelihood of containing endangered species and probably do not have large wetland areas. The study areas with the most diverse habitat types will have the highest totals as they are most likely to fall under more than one or two regulatory statutes.

Table OS-2 shows that North Valencia, Bouquet Canyon, Canyon Country, and Sand Canyon are the most likely to require considerable regulatory compliance. This is mostly due to the presence of the Santa Clara River which may contain two endangered species (Unarmored Threespine Stickleback and least Bell's Vireo). These areas are also subject to Section 404 and CDFG 1603 permitting, and the entire river is a designated SEA. In general, any project on a site which contains wetland habitat (riparian, freshwater, marsh, etc.) will be the most prone to extensive agency review. This is due to rapid development of these habitats and the subsequent loss of wetland-dependent species.

The study areas with lower values (South Valencia, Saugus, and Newhall-Placerita) are not generally subject to wetland constraints. These areas are also small in area and have some existing development. For example, the Newhall-Placerita study area is small, has no wetland habitat, has approximately 30 percent existing development, contains only small oak areas, and has little native vegetation which might contain endangered species. The overall constraints upon these study areas should be fairly low.

TABLE OS-2

SENSITIVITY MATRIX FOR BIOLOGICAL RESOURCES STUDY AREAS

<u>Study Area</u>	<u>USFWS</u>	<u>CDFG</u>	<u>404</u>	<u>SEA</u>	<u>Oaks</u>	<u>Total</u>
1. North Valencia	5	4	5	4	2	20
2. Bouquet Canyon	5	5	5	5	1	21
3. Canyon Country	5	5	5	5	1	21
4. South Valencia	2	2	3	5	3	15
5. Saugus	3	3	1	1	3	11
6. Newhall-Placerita	3	3	4	3	5	18
7. Sand Canyon	5	4	4	3	5	21

Definitions of Sensitivity Values:

- 1 = Applicable sensitive biological resources probably not present; little or no constraints should occur.
- 2 = Very small areas of sensitive biological resources present, but should be easily addressed in development plans.
- 3 = Some sensitive biological resources present; sensitive areas are not large, but projects will experience some constraints.
- 4 = Larger areas of sensitive biological resources present, with endangered species likely to be an issue.
- 5 = Endangered species and sensitive habitat present, or large areas of concern occur within study area boundaries.

Definitions of Regulatory Categories

USFWS	U.S. Fish and Wildlife Service; Endangered Species Act
CDFG	California Department of Fish and Game; California Endangered Species Act and Section 1603 jurisdiction
404	Section 404 of the Clean Water Act
SEA	Significant Ecological Areas, Los Angeles County; includes Santa Clara River, Lyon Canyon, San Francisquito Canyon, Valley Oaks Savannah/Newhall, and Santa Susana Mountains SEAs
Oaks	Santa Clarita Oak Ordinance

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## **SOIL RESOURCES**

While limited areas of prime agricultural lands exist along the northern borders of the Santa Clarita Valley, no "farmland of statewide importance" as defined by U.S. Department of Agriculture (USDA), are found within the planning area. There are also no existing "agricultural preserve" areas under Williamson Act contracts. Due to intense urbanization pressures, most areas of agricultural production are being evaluated for urban uses.

Soil types in the Santa Clarita Valley have been classified by the U.S. Department of Agriculture Soil Conservation Service. This information is used in planning for agricultural, urban, watershed, recreation, and wilderness land uses. Exhibit OS-4 identifies the seven primary soil associations which are found within the planning area.

## **MINERAL RESOURCES**

The planning area is rich in mineral resources. Gold mining and oil production historically have been the principal mineral extraction activities in and around the Santa Clarita Valley area. Other minerals found in the planning area include construction aggregate, titanium, and tuff. Mineral resources and extraction areas are shown in Exhibit OS-5.

## **WATER RESOURCES**

The primary sources of water in the planning area include the State Water Project and groundwater pumped from the upper alluvial aquifer. The current contract entitlement of the State Water Project is 41,500 ac-ft per year. The Castaic Lake Water Agency (CLWA) treats and distributes a portion of the state water to the water retailer who in





Legend

- 1 Metz Cortina Association
- 2 Yolo Association
- 3 Mocho-Sorrento Association
- 4 Pleasanton-Ojai Association
- 5 Agua Dulce Association
- 6 Gavioto-Millsholm Association
- 7 Balcom-Castaic-Saugus Association



Source: U.S. Department of Agriculture



Santa Clarita General Plan  
City of Santa Clarita





Exhibit OS-5  
Mineral Resources

Legend



Placer Gold Gulches



Lode Mines



Oil Fields

Construction Aggregate Resource Areas



Santa Clara River

Sources: State Mining & Geology Board, California  
California Mining Journal

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7200002-june 1991







### *Open Space and Conservation Element*

turn provide water to the City and communities within the planning area. The CLWA reserves State Water Project deliveries for urban usage, and no deliveries of this imported water are made to agricultural uses.

Groundwater resources rely heavily on groundwater recharge areas. The Santa Clara River and its tributaries serve as the primary groundwater recharge areas for the Santa Clarita Valley. Treated wastewater is currently discharged into the Santa Clara River just west of Bouquet Junction and provides additional water recharge benefits as it flows west.

Local water retailers currently pump over 50 percent of the domestic water supply from the groundwater aquifer. Often times groundwater is blended with State water project supplies prior to distribution to domestic customers.

Natural or softbottom drainage channels and wide natural floodways and flood plains maximize the groundwater recharge potential and help to replenish the aquifer. Careful consideration must be given to flood control measures and their affect on water resources. Water quality issues must also be carefully considered when expansion of treated waste-water uses are explored or proposed.

### **CULTURAL RESOURCES**

#### **Archaeological Resources**

The Santa Clarita Valley is located along natural migration route between the coastal and desert areas of Southern California. The region's natural streams and oak woodlands provided dependable sources of food and water. These factors were important in contributing to the early settlement of the Valley.

### *Open Space and Conservation Element*

Native Americans of the Tataviam tribe were the first inhabitants of the Santa Clarita Valley. The Tataviam, or Allikliks, arrived in the Valley about 500 A.D. during the Shoshonean migration westward from the interior. Shoshonean is the dialect of the Takic subfamily of the Uto-Aztecan language group. Although this total population probably never reached more than 500 people, the Tataviam settled 22 semi-permanent villages each consisting of 10 to 20 simple reed huts. Several archeological sites of significance, mainly concentrated near water in oak woodland areas, have been identified in the area. In many of the canyon areas near the villages, some of the place names used today, such as Castaic, Piru, and Hasley (Islay) reflect local significance of the Tataviam culture.

#### **Historical Resources**

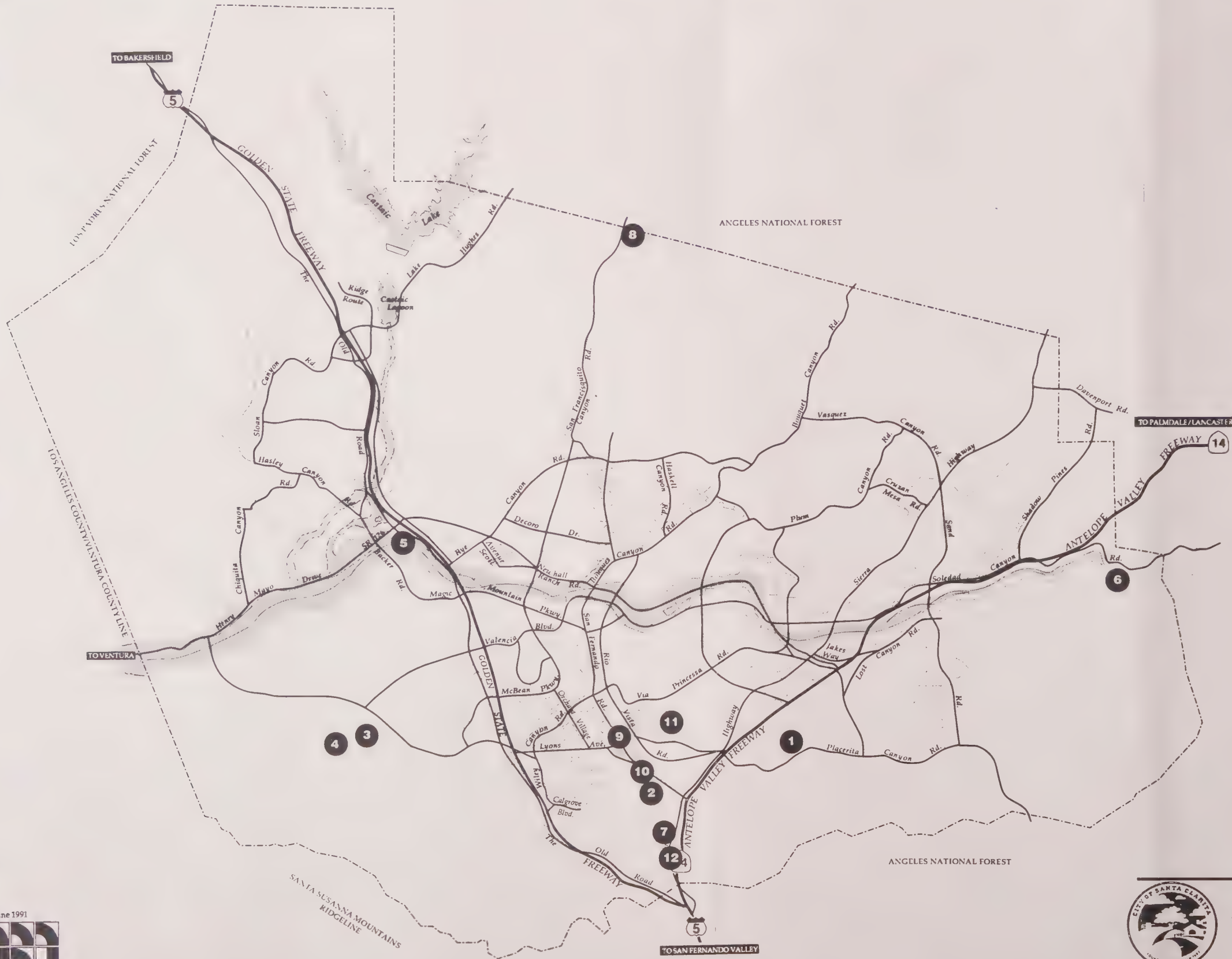
The Santa Clarita Valley has an extensive historical background representing the early settlement of California, the initial development of California's resources, and historic filming sites for Hollywood "westerns." Many historical resources have been identified in the Valley including one site listed on the National Register of Historic Places, eight California Registered Historical Landmarks, and four State Points of Historic Interest. The registered historic resources are listed in Table OS-3 and shown on Exhibit OS-6.

A number of historic trails cross the Santa Clarita Valley. In 1769, Captain Don Gaspar de Portola blazed the trail which would become El Camino Viejo (The Old Road), on his famous expedition to found San Diego and Monterey. Don Pedro Fages, commander of the Presidio of San Diego, in 1772, traveled through Castaic Junction and Soledad Canyon in search of Army deserters.

Historic Resources

Legend

- 1 - Oak of the Golden Dream  
(State Historic Landmark #168)
- 2 - Pioneer Oil Refinery  
(State Historic Landmark #172)
- 3 - Pico #4  
(State Historic Landmark #516)
- 4 - Mentryville  
(State Landmark #516-2)
- 5 - Assistencia/Rancho San Francisco  
(State Landmark #556)
- 6 - Lang Station  
(State Historic Landmark #590)
- 7 - Lyon Station/Eternal Valley Cemetery  
(State Historic Landmark #688)
- 8 - Saint Francis Dam Disaster Site  
(State Historic Landmark #919)
- 9 - Downtown Newhall Area  
(State and City Points of Historical Interest-14 Sites)
- 10 - Saugus Depot, Hart Park and Heritage Junction  
(State Point of Historical Interest)
- 11 - Melody Ranch  
(City Point of Historic Interest)
- 12 - Beales Cut  
(State Point of Historic Interest)



Source: Los Angeles County



Santa Clarita General Plan  
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200002-June 1991





TABLE OS-3

HISTORIC RESOURCES

<u>Site</u>	<u>Map Location</u>	<u>Historical Significance</u>
Oak of the Golden Dream (State Historic Landmark # 168)	1	Gold was first discovered in California under this tree in 1842.
Pioneer Oil Refinery (State Historic Landmark # 172) 23552 Pine Street Newhall	2	This is the oldest existing oil refinery in the world.
Pico # 4 (State Historic Landmark # 516) (National Register of Historic Places) 27201 West Pico Canyon Newhall	3	First successful oil well in California and longest producing commercial oil well in the world in 1876 by California Star Oil Company, a predecessor of Standard Oil.
Mentryville (State Historic Landmark # 516-2) 27201 West Pico Canyon Newhall	4	The town grew around Pico # 4 for derrick workers. Three buildings remain. Many others have been relocated to Newhall.
Assistencia/Rancho San Francisco (State Historic Landmark # 556) west of Magic Mountain Parkway near I-126 (Plaque located at Blue Moon Restaurant) Castaic	5	The Santa Clara River Valley was a part of Mission San Fernando in 1797. A granery and Assistencia (mission) was established here in 1804.
Lang Station (State Historic Landmark # 590) east of Lang Station Road	6	A health spa, hotel, and freight station were established here in 1871. In 1876, a golden spike was driven connecting San Francisco and Los Angeles by rail. Only relics of the station remain.

*Open Space and Conservation Element*

**TABLE OS-3 (continued)**

<u>Site</u>	<u>Map Location</u>	<u>Historical Significance</u>
Lyon Station/Eternal Valley Cemetery (State Historic Landmark # 688) 23287 Sierra Highway Newhall	7	A stage stop was built here in 1852. It was used by the Butterfield Overland State line from 1857 to 1861 as a resting place for Dragoons and camel caravans from Fort Tejon. Many pioneers are buried here in the Eternal Valley Cemetery.
Saint Frances Dam Disaster Site (State Historic Landmark # 919) DWP Power Plant 2 San Francisquito Canyon Road	8	On March 12, 1928 the dam, a part of the Los Angeles aqueduct at San Francisquito Canyon, collapsed, spilling over 12 billion gallons of water into the Valley and killing 450 people.
Pardee House/Good Templar's (State Point of Historical Interest) 24275 Walnut Street Newhall	9	Built circa 1899 by Henry Clay Needham, prohibitionist candidate for president in 1920. Moved to its present location by 1920. Moved to its present location by 1892. Used as a movie set by Tom Mix in the 1920s.
22621 13th Street (City Point of Historical Interest) Newhall	9	Single-family dwelling: Built in February 1873 for Adam Malinszewski at Lyon's Station; moved by J. O. Newhall to San Fernando Road in the community of Newhall about 1879. At the turn of the century, it was acquired by the Frew family, who were pioneer blacksmiths, then Mr. Ed Jauregui, who moved it to its present location.

*Open Space and Conservation Element*

TABLE OS-3 (continued)

<u>Site</u>	<u>Map Location</u>	<u>Historical Significance</u>
24148 Pine Street (City Point of Historical Interest) Newhall	9	Single-family dwelling: Constructed in 1878 by California Star Oil Company as a guest house for visiting executives and politicians. Standard Oil sold it to Josh Woodbridge, who lived there until his death in 1950.
24522 Spruce Street (City Point of Historical Interest) Newhall	9	Commercial structure: (Commonly known as "The Hoosegow"). Bids for a jail house were opened February 20, 1906, the result being this building of concrete in the Spanish Mission style. It retains to this day the original cell doors and barred windows. It served as a jail/constable's office until 1926, when a sheriff's substation was opened.
24427 Chestnut (City Point of Historical Interest) Newhall	9	Single-family residence: Built circa 1908 as a dwelling for the Biscailuz family. Eugene Biscailuz later became Los Angeles County Sheriff. Cowboy staff and rodeo rider Bob Anderson was the second owner, followed by son-in-law Pablo Arujo, reknowned teamster-mule skinner.
24311-24313 San Fernando Road (City Point of Historical Interest) Newhall	9	Commercial structure: Thomas M. Frew arrived in Newhall in 1891, and opened a blacksmith shop on Railroad Avenue. The business moved to this location in 1910, when Mr. Frew built a shop in the Mission Revival style. This shop was expanded in 1924. His son, Thomas Frew, Jr. changed it over to welding and a machine shop.

*Open Space and Conservation Element*

**TABLE OS-3 (continued)**

<u>Site</u>	<u>Map Location</u>	<u>Historical Significance</u>
22502-22510 Fifth Street (City Point of Historical Interest) Newhall	9	Commercial structure: Newhall Ice Company. This structure was built in 1922 by Fred Lamkin as a warehouse and storage yard. Lamkin came to Newhall in 1917, opening a garage facing San Fernando Road. Shortly after construction, the warehouse was converted into an ice house, which is still in operation.
24244 Walnut Street (City Point of Historical Interest) Newhall	9	Church of Christ: The First Baptist Church of Newhall was erected in 1940 under the direction of Leroy Hux, Pastor. It was later acquired by the Seventh Day Adventists and finally, the Church of Christ.
22616 Ninth Street (City Point of Historical Interest) Newhall	9	Single-family dwelling: This building was originally built about 1908 as a residence for Ray Osborne, Superintendent of the Sterline Borax Works in Tick Canyon. It was located in the small mining town of Lang in Canyon Country. It was moved to this location in 1928.
24287 Newhall Avenue (City Point of Historical Interest) Newhall	9	Single-family dwelling: California Bungalow style house built in early 1910's. Commonly known as Erwin House. Unusual in design, one of the last Bungalows left in Santa Clarita.



*Open Space and Conservation Element*

**TABLE OS-3 (continued)**

<u>Site</u>	<u>Map Location</u>	<u>Historical Significance</u>
22506 6th Street (City Point of Historical Interest) Newhall	9	Commerical building: Structure was erected by Albert Swall in 1902 facing San Fernando Road as a rental. In 1925, it was moved to the present location and a year later taken over by the Los Angeles County Sheriff as the first substation in the Santa Clarita Valley. Swall developed San Fernando Road as a business district. It became the circulation office for the Newhall Signal during the 1960's, until they vacated in 1986.
24238 San Fernando Road (City Point of Historical Interest) Newhall	9	Commercial building: Sheriff's deputies replaced the old constabulary (and jail) in 1926, building Substation # 6 and staffing it with 8 men commanded by Captain Jeb Stewart. This was the second jail in what is now known as Santa Clarita. The Newhall Signal took over the building in 1968, using it as a "back shop" until they moved in 1986.
24307 Railroad Avenue (City Point of Historical Interest) Newhall	9	Commercial building: Commonly known as "Ye Old Courthouse". The Newhall Masonic Building Company, Ltd. was incorporated in 1931 and completed this two-story County project in 1932. The Courthouse occupied the ground floor, and the Masonic Lodge the second story. Lumber from the older Mayhue building was used, including the floor of the Hap-A-Land Dance hall. The Court moved to Valencia in 1968 and the courtroom became offices.

*Open Space and Conservation Element*

**TABLE OS-3 (continued)**

<u>Site</u>	<u>Map Location</u>	<u>Historical Significance</u>
24247 - 24251 San Fernando Road 9 (City Point of Historical Interest) Newhall		Commercial structures (7): Commonly known as the Tom Mix Cottages. The small building at 24247 was built by Halsey W. Russell in 1919. In 1922, the six other cottages were added, forming a motor court catering to drivers on the old Ridge Route. These structures were also used by motion picture people as housing during the filming of stories in this area near "Mixville". Tom Mix used one as a dressing room on several occasions.
William S. Hart Park and Museum 10 (State Point of Historical Interest) 24151 San Fernando Road Newhall		The Hart mansion, built in 1928, was filled with western art and artifacts. Many western movies have been filmed here.
Saugus Depot 10 (State Point of Historical Interest) Heritage Junction 24107 San Fernando Road Newhall		The last remaining railroad depot in the Valley. Built in 1887 by Southern Pacific, completing the Sur line to Ventura. The structure was moved to Hart Park.
Heritage Junction Historical Park (City Point of Historical Interest) Newhall		
Newhall Ranch House 10		Built in 1861 (and enlarged in 1891) as the headquarters of Rancho San Francisco, the original land grant comprising all of Valencia and some of Castaic. This ranch was owned by Henry Mayo Newhall and was administered by his son, George.

**TABLE OS-3 (continued)**

<u>Site</u>	<u>Map Location</u>	<u>Historical Significance</u>
Newhall Ranch House (continued)	10	Originally located in sight of Assistencia de San Francisco (on what is now Six Flags Magic Mountain property), this structure was moved into Heritage Junction in August 1990.
Mitchell Adobe Schoolhouse	10	Colonel Thomas Findley Mitchell, an officer of the Mexican-American War, homesteaded Sulphur Springs in the 1860's, building an adobe that served as his family's home. One room of the adobe was used as a schoolhouse for the local children, the first in the area and the home of the second oldest school district in Los Angeles County. In 1986, the adobe was rescued from destruction and moved brick by brick to Heritage Junction, where it has been rebuilt.
Kingsbury House	10	This house was built in the 1890's as a residence in the downtown Newhall area, and was originally on Walnut Street near Market. It is a one-story Colonial Revival cottage with a porch supported by four turned columns.
Kingsbury House	10	The house is largely intact with original features, including double-hung windows. It was moved to Heritage Junction in 1987.
Callahan's Schoolhouse	10	This structure originated at Callahan's Old West, a Westerntown/amusement area that operated in the 1920's as the Mission Village in Santa Monica, and was relocated to Mint Canyon when the freeway was built in the 1960's. It was built to house six antique school desks, which came from a mining

*Open Space and Conservation Element*

**TABLE OS-3 (continued)**

<u>Site</u>	<u>Map Location</u>	<u>Historical Significance</u>
Callahan's Schoolhouse (continued)	10	camp in Vallejo. It also contains a podium and blackboard to complete its function as a one-room schoolhouse. It was moved to Heritage Junction in 1987.
Ramona Chapel	10	Designed by Carrie Jacobs Bond, noted composer, this chapel was based on the one at Rancho Camulos made famous in Helen Hunt Jackson's novel "Ramona". It was built in 1926 as part of the Mission Village in Santa Monica, and Callahan's Old West when it was moved in the 1960's to accomodate the freeway. Wall paintings are by Frank Tinney Johnson. The altar is said to be over 200 years old, and the wooden pews date back to 1858. The chapel was moved to Heritage Junction in 1987.
Edison House	10	This Bavarian-style structure was built in 1925 as a part of a group of houses provided for Edison workers assigned to the Saugus Substation. In 1928, when the St. Francis Dam broke and flooded the area, killing 450 people, these structures escaped damage. After years as residences for a succession of Edison employees, the cottages became property of the Newhall Land and Farming Company, who demolished the other six cottages. This house, the best of the lot, was moved to Heritage Junction in 1989.



*Open Space and Conservation Element*

**TABLE OS-3 (continued)**

<u>Site</u>	<u>Map Location</u>	<u>Historical Significance</u>
Beale's Cut (State Point of Historical Interest) Adjacent to Sierra Highway near San Fernando Road Newhall	12	General Edward Beale widened Fremont's Pass between I-14 and Sierra Highway to 90 feet in 1863. He operated a toll booth at the pass for 20 years. The Newhall Tunnel bypassed Beale's Cut in 1910.
Melody Ranch (City Point of Historical Interest) Newhall	11	Rancho Placeritos was developed by Ernie Hickson and Trem Carr of Monogram Pictures in 1930 consisting of authentic Western buildings. Four years later, Hickson moved the collection from the present day Golden Oak Ranch to the location at Placerita Canyon and Oak Creek Canyon Roads. It was also known as the Monogram Ranch as so many of the company's westerns were filmed there. From 1949 to 1951, it was the scene of Newhall's Old West 4th of July Celebration, when it became "Slippery Gulch". Purchased by Gene Autry in 1952, the name changed to Melody Ranch, with many early television programs using its sets, including the long-running "Gunsmoke". Most of the structures burned down in October of 1962. The trademark Spanish-style arches and parts of the main street and Mexican village are still intact. Current owners have extensive plans for rehabilitation and restoration to a working film location.

Source: Michael Brandman Associates 1989.  
Santa Clarita Valley Historical Society, 1991

### *Open Space and Conservation Element*

John C. Fremont arrived at Castaic Junction with his "Buckskin Battalion" in 1847, after following the future route of SR-126 from Ventura. After camping for 2 days in the Santa Clarita Valley, he crossed into the San Fernando Valley near the present alignment of Sierra Highway where he accepted the surrender of California from General Andres Pico. The crossing through the mountains occurred at what is now known as Fremont Pass. In 1854, Phineas Banning made a 30-foot cut in the pass to allow the first stagecoach through the pass.

The Butterfield Overland Stage took the "Great Southern" or "Oxbow" route from St. Louis to San Francisco over Fremont Pass from 1858 until the outbreak of the Civil War in 1861. In 1863, General Edward F. Beale cut a 90-foot passageway through the pass between SR-14 and Sierra Highway to improve the roadway. Beale's Cut was a vital route that served the Southern California area until it was bypassed by the Newhall Tunnel in 1910. By 1915, the "Ridge Route" extended from Newhall Tunnel to the San Joaquin Valley. The San Fernando Railroad Tunnel, the fourth longest tunnel in the world when it was built in 1876, is still used by the Southern Pacific Railroad.

The community of Newhall contains many notable Hollywood movie sets and is the site of the Western Walk of Fame. Some of the western relics in downtown Newhall include the "Tom Mix cottages" used as housing for the early motion picture industry, the American Theater (originally the Tumbleweed Theater) designed by S. Charles Lee (architect of Grauman's Chinese Theater), and "Melody Ranch," formerly owned by Gene Autry and the set for the television series "Gunsmoke." Until the recent purchase of the Melody Ranch, it had been falling into disrepair. The new property owners have plans to restore the ranch. The zoning ordinance should provide an appropriate means to permit this restoration as well as restoration of other local sites of historical significance. Newhall Avenue, the site of many Tom Mix adventures, was once known as "Mixville." Heritage Junction at 24107 San Fernando Road has been set aside for the preservation of historic local structures.

## **GOALS AND POLICIES**

The goals and policies set forth herein are an outgrowth of the research and findings of the background section of the Open Space and Conservation Element. The goals and policies provide direction to the Planning Commission, City Council, and city staff in the implementation of the element.

### **Preservation of Natural Resources**

**GOAL 1:** To preserve the special natural features which define the Santa Clarita planning area and give it its distinct form and identity.

- Policies:**
- 1.1** Utilize major environmental features (significant landforms, significant ridgelines, significant vegetation, ecologically significant areas, other natural resources) as open space within the planning area.
  - 1.2** Encourage the enhancement of the Castaic Lake Recreation area as a major attractive open space and outdoor recreation opportunity.
  - 1.3** Incorporate standards for clustered development in the Municipal Zoning Code to minimize the disruption of natural resources and/or major physiographic features.
  - 1.4** Establish standards for interfacing with and transitioning between forest service lands and the urbanized fringe, including specifications for compatible uses, minimum parcel sizes, and fire constraints.
  - 1.5** Investigate, develop and prepare a long-term plan to consolidate and acquire open space using one or more of the following options to maintain viable natural ecosystems in conjunction with the orderly development of the planning area: open space easements; dedication of development rights; joint powers authority; open space district, City ownership and management by the Parks and Recreation Department; Homeowners Associations; and/or Landscape Maintenance Districts.
  - 1.6** Link buffer areas, wherever possible, to provide for contiguous areas of open space.
  - 1.7** Consider the adoption of an ordinance requiring the revegetation of graded areas with native, and/or indigenous drought-resistant plant species while ensuring that such programs are consistent with fire prevention efforts.

## *Open Space and Conservation Element*

- 1.8 Identify and prioritize open space lands which should be held in the public trust and seek acquisition and the means to gain control of such land, including Santa Clarita Woodlands State Park.
- 1.9 Establish the Santa Clara River and its tributaries, when appropriate, as a major centralized open space corridor linking a variety of public recreation and open space uses.
- 1.10 Establish and implement landform grading standards which minimize the impact of grading operations and foster replication of naturally recurring landforms.
- 1.11 Encourage the expansion of the paseo systems and the building of paseos or linkages between parks and streets.
- 1.12 Require, where practical, the incorporation of unique or significant natural features into new development, new roadways, and new trails through the Municipal zoning code.
- 1.13 Strongly oppose inappropriate development on National Forest lands.
- 1.14 Encourage the preservation of the National Forest and open spaces surrounding the City through regular meetings with Los Angeles County Regional Planning Department, alliances with other cities and environmental groups and utilizing our congressional and state legislative delegations.

### **Ridgeline Preservation**

**GOAL 2:** To preserve designated natural ridgelines in the planning area to maintain the aesthetic character of the Santa Clarita Valley.

- Policies:**
- 2.1 Adopt a ridgeline preservation ordinance that identifies prominent primary and secondary ridgelines, which shall be preserved as open space and which should not be modified, incorporating sensitive slope and grading regulations to interface with such primary and secondary ridgelines, including identification and standards for other significant physiographic features.
  - 2.2 Establish and require a slope rating system (steep, moderate, low) to identify development suitability and to establish guidelines for grading and development practices.



### *Open Space and Conservation Element*

- 2.3 Identify and incorporate the dominant and special scenic topographic features, landmarks, and other physical characteristics in each community as a component for developing a community image.
- 2.4 Protect and provide for scenic vista points, where consistent with other policies of this plan, for protection of ridgelines and sensitive development techniques.
- 2.5 Consider the use of building height restrictions to lessen the impact of development of ridgeline lots.

### **Sensitive Habitat Areas**

**GOAL 3:** To protect significant ecological resources and ecosystems, including, but not limited to, sensitive flora and fauna habitat areas.

- Policies:**
- 3.1 Incorporate standards for a Significant Ecological Areas (SEA) Overlay Zone in the Municipal Zoning Code.
  - 3.2 Encourage the preservation of oak woodlands, oak savannahs and individually significant oak trees through enforcement and revisions to the Oak Tree Ordinance.
  - 3.3 Identify and protect areas of significant ecological value, including, but not limited to, significant ecological habitats such as the wildlife corridor between the Santa Susana Mountains and the San Gabriel Mountains and preserve and enhance existing Significant Ecological Areas (SEAs).
  - 3.4 Consolidate open space areas that represent regionally significant wildlife corridors to promote continued wildlife productivity and diversity on a regional scale and restrict development and intensive human activity in areas which sustain rare or endangered species, such as migratory bird species, fish, and rare plant species.
  - 3.5 Promote only compatible and, where appropriate, passive recreational uses in areas designated as Significant Ecological Areas (SEA) consistent with the particular needs and characteristics of each SEA, as determined by field investigation.
  - 3.6 Promote programs such as those associated with the Placerita Canyon Nature Center to develop an understanding and sensitivity of our biological environment.

### *Open Space and Conservation Element*

- 3.7 Preserve to the extent feasible natural riparian habitat and ensure that adequate setback is provided between riparian habitat and surrounding urbanization.
- 3.8 Establish environmental education programs.
- 3.9 Promote the implementation of the Santa Clara River Study.
- 3.10 Development shall consider to the extent feasible, preservation of wildlife corridors and provide adequate setbacks.

### **Open Space Areas for Outdoor Recreation Uses**

**GOAL 4:** To preserve open space areas for recreational use as a natural buffer to more intensive land uses.

- Policies:**
- 4.1 Identify potential sites for parks and recreational open space within the City, including the Santa Clara and South Fork rivers.
  - 4.2 Facilitate the acquisition of park and open space sites through grants, budget allocations, exactions, and other innovative techniques.
  - 4.3 Provide a diverse mix of recreational use and scenic view areas within open space sites.
  - 4.4 Encourage the cohesive development of trails and open space as a unified system, contiguous throughout the City and planning area with linkages to county, state, federal, and other parklands and trail systems.
  - 4.5 Utilize the Santa Clara River as a focal point for development of an integrated system of bikeways, trails, parks, water features, and open space.
  - 4.6 Promote the development of equestrian/bike/pedestrian trails along routes which are viable to the health and safety of horse and rider.
  - 4.7 Promote the extension of the county trails system within the planning area in accordance with the Los Angeles County Master Trails Plan and as specifically tailored to the Santa Clarita Valley.
  - 4.8 Identify, encourage and request the transfer of trails development and maintenance responsibilities from county jurisdiction to the City Parks and Recreation Department, where appropriate.

### *Open Space and Conservation Element*

- 4.9 Actively seek opportunities to obtain easements, dedications and acquisitions of land for new trails.
- 4.10 Support the acquisition and preservation of the Santa Clarita Woodlands State Park in the Santa Susana Mountains.
- 4.11 Encourage open space linkage opportunities throughout the City and adjacent park and forest areas.
- 4.12 Protect adjacent neighborhood areas from noise, visual, and traffic impacts of new active recreational areas through such measures as the use of buffer zones, landscaping and walls as mitigation.
- 4.13 Support prohibition of off-road vehicles in restricted areas within the National Forests and in open space areas and protected parklands within the planning area and within close proximity to current and future residential development.
- 4.14 Promote a coordinated public system of hiking, bicycle, pedestrian, and equestrian trails.
- 4.15 Ensure the provision of a multiple use regional trail system which links major recreational facilities and populated areas.
- 4.16 Seek park sites and open space areas having areas of natural scenic beauty which can be conserved and enjoyed by the public, as well as areas having recreational opportunities.
- 4.17 Promote the establishment of Homeowners Associations and/or Landscape Maintenance Districts within new developments as a means of preserving and maintaining onsite recreation and open space areas.
- 4.18 Maintain public access to open space areas, where appropriate.

### **Open Space Designations as Protection Against Natural Hazards**

**GOAL 5:** To use the open space designation to ensure the public health and safety and welfare in areas subject to natural hazards

**Policies:** 5.1 Integrate natural hazard areas, such as floodways, seismic fault zones, and unstable soils, into the open space network.

## *Open Space and Conservation Element*

- 5.2 Provide adequate flood hazard measures to protect residents, employees, and buildings from flood hazards by restricting development in areas which may be significantly impacted by flooding, within major flood zones or below large dams and reservoirs.
- 5.3 Prevent public exposure to flood hazards in recognized floodways consistent with Federal Emergency Management Agency requirements.
- 5.4 Protect public health and safety by designating areas of significant unmitigatable environmental hazards for less intensive uses or permanent open space areas.
- 5.5 Incorporate the use of flood control measures which maximize groundwater recharge and the use of floodways as native habitat.
- 5.6 Design slope drainage concepts consistent with the identity of community character in the area which:
  - Minimize the need for slope irrigation
  - Provide measures for groundwater recharge, either onsite or offsite
  - Minimize the construction and placement of slope drainage structures which are intrusive, out-of-scale, and/or incompatible with the surroundings

### **Open Space Area Uses for the Managed Production of Mineral Resources**

**GOAL 6:** To encourage the management and protection of valuable mineral resources in a manner which will ensure productivity and utility of these resources for present and future uses while minimizing disturbance, as feasible, to dissimilar/incompatible surrounding uses.

- Policies:**
- 6.1 Use open space to buffer potentially valuable mineral resource areas from future residential and other sensitive land uses.
  - 6.2 Maintain and require buffer areas between mineral extraction operations and adjacent uses as appropriate.
  - 6.3 Incorporate environmental mitigation measures into project review and review operations on an ongoing basis to assure that any mitigated environmental effects are continually lessened through state-of-the-art technology and other innovations.



## *Open Space and Conservation Element*

- 6.4 Require that mineral extraction operations provide and fund a plan for the use of the extraction site once the resource minerals are exhausted. This plan shall include the removal of structures related to mineral extraction, the removal of any onsite toxic materials, and the restoration of the site to a more natural condition or to a form usable for urban uses, if the latter is a suitable land use.

### **Water Resources Preservation**

**GOAL 7:** To protect the quality and quantity of local water resources, including the natural productivity of all surface and groundwater, and important watershed and recharge areas.

- Policies:**
- 7.1 Protect and preserve the supply and quality of water resources in cooperation with federal, state, and regional water resource planning programs and regulations.
  - 7.2 Maintain high water quality standards for all water bodies used for public recreation.
  - 7.3 Maintain the natural productivity of streams, rivers, and other water bodies by supporting regulatory practices which prevent erosion and minimize pollutant content in surface runoff from major development.
  - 7.4 Prohibit the flow of polluting chemicals or sediments into groundwater recharge areas.
  - 7.5 Identify and protect groundwater recharge areas and encourage the development of spreading and impoundment areas.
  - 7.6 Require storm control systems, where necessary, to conform with the natural drainage patterns of the area.
  - 7.7 Utilize floodways for the purpose of recreation, scenic relief, groundwater recharge, wildlife protection, and other compatible uses.
  - 7.8 Protect watersheds that represent significant components of local and regional waterways and/or which contribute to the integrity of surrounding associated habitats.
  - 7.9 Develop local and regional wastewater recycling.

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- 7.10 Encourage intergovernmental coordination and cooperation among all agencies involved in the management, conservation and utilization of water resources by jointly developing strategies for a secure water supply.
- 7.11 Establish and implement a city-wide water conservation program.
- 7.12 Encourage the use of native and drought tolerant plant species for revegetation and landscaping.
- 7.13 Protect groundwater quality through the establishment of a sanitary sewer system hook-up program to require the connection of all urban uses/densities.
- 7.14 Monitor all industries whose operation or refuse is potentially contaminating to the water supply or whose use of a private well may seriously overdraft the aquifer.
- 7.15 In conjunction with Sanitation Districts and their Boards of Directors, establish through ordinance, or resolution, policies that equitably distribute and regulate the use of reclaimed water.

### **Energy Conservation**

**GOAL 8:** To reduce the community's reliance on traditional energy resources through the initiation of energy conservation practices and the utilization of available energy technology.

- Policies:**
- 8.1 Promote the conservation of energy in the planning area.
  - 8.2 Encourage the incorporation of conservation features, such as solar panels, in the design of new development and the installation of conservation devices in existing developments.
  - 8.3 Consider incentives for the installation of energy conservation measures in existing buildings.
  - 8.4 Encourage the use of passive design concepts such as the siting of buildings in such a manner as to increase energy efficiency.
  - 8.5 Encourage use of solar collectors on public buildings.

## *Open Space and Conservation Element*

### **Recycling of Natural Resources**

**GOAL 9:** To encourage the sorting and recycling of all possible materials and the reduction of future landfill space requirements.

- Policies:**
- 9.1** Establish a city-wide recycling program for the reuse of newspapers, cans, bottles, and other recyclable materials.
  - 9.2** Encourage cooperation with adjacent agencies to undertake and operate solid waste recycling programs.
  - 9.3** Encourage the establishment of composting programs.
  - 9.4** Promote recycling education programs.

### **Preservation of Historical, Cultural, and Archaeological Resources**

**GOAL 10:** Protect the historical and culturally significant resources which contribute to community identity and a sense of history.

- Policies:**
- 10.1** Strongly encourage the preservation of valuable historical structures and consider the development of a historical and cultural resources ordinance for this purpose.
  - 10.2** Consider relocation of valuable historic structures to Heritage Park, whenever they are unavoidably endangered by incompatible development.
  - 10.3** Continue to support programs established by the Santa Clarita Valley Historical Society and others to identify and preserve historical sites.
  - 10.4** Establish development guidelines to identify and preserve significant archeological sites.
  - 10.5** Integrate historic sites with recreational and open space areas whenever possible.
  - 10.6** Incorporate historic sites into proposed development in such a manner as to preserve the integrity of the site whenever possible.

**IMPLEMENTATION OF THE OPEN SPACE AND CONSERVATION ELEMENT**

The City believes in and is committed to the implementation of this plan. Whereas the goals and policies of the plan establish the general framework for future growth and development, actual realization of the plan can only be accomplished through the specific implementing actions that the City subsequently undertakes. This section sets forth the specific actions that the City intends to pursue.

The primary tools with which the City should undertake to implement the Open Space and Conservation Element of the plan include:

- A checklist of open space and conservation resources to be used to evaluate proposed development to assure continued protection of resources.
- A comprehensive zoning ordinance, including provisions for open space zoning, large lot zoning, and special overlay zones.
- A Significant Ecological Area (SEA) Overlay Zone for the continued preservation of the five existing county SEAs, and the establishment of criteria for additional areas.
- Zoning regulations and accompanying submittal requirements that specify items such as slope analyses; identification of significant, threatened, and endangered species of flora and fauna; flood plain areas and areas subject to inundation; and significant ridgelines.
- Transfer of development rights as a means of preserving significant areas of sensitive flora and fauna.
- Provisions for access to public lakes, waterways, rivers, and streams.
- An open space acquisition fund for the purchase of privately held parcels that are located on or within areas of significant ridgelines, groundwater recharge areas, or areas of endangered flora and/or fauna.
- Design criteria for the Santa Clara River and its major tributaries.



### *Open Space and Conservation Element*

In addition to the above actions, the City intends to prepare a more exacting implementation program which will be set forth in a separate document and will not be a part of the General Plan. The implementation program will further set forth projects, programs, proposed ordinances, and guidelines for development and will include priorities and schedules for the consideration and adoption of these subsequent actions. The implementation program will be a dynamic document containing specific implementations which will be periodically reviewed and updated to reflect changing conditions, needs, and priorities.



# Air Quality Element



# City of Santa Clarita





## AIR QUALITY ELEMENT

### INTRODUCTION

Air Quality Elements are optional elements under state law. However, the adopted 1989 regional South Coast Air Quality Management Plan (AQMP) identifies many measures for controlling air pollution, including some that are directed at local governments for implementation. The AQMP requires that each jurisdiction in the South Coast Air Basin incorporate the AQMP goals, policies, and implementation measures intended for local implementation in its General Plan.

This element describes the local and regional setting, conditions and environment which affect the air quality in the Valley. It should be noted that even if all of the goals and policies of this element are implemented to their fullest, the ultimate improvement of air quality is dependent upon region-wide implementation.

### BACKGROUND

This section focuses on air quality within Santa Clarita and the surrounding region. Santa Clarita is located in the South Coast Air Basin of California, a 6,600-square-mile area encompassing Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. Bounded by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east, and San Diego County to the south, with abundant sunshine and frequent inversion levels, the Basin is an area which is naturally conducive to the formation of air pollution.

## *Air Quality Element*

### **REGIONAL CLIMATE**

The strength and location of a semipermanent, subtropical high pressure cell over the Pacific Ocean primarily controls the Basin's climate. Climate is also affected by the moderating effects of differential heating between the land area of California and the adjacent Pacific Ocean.

Terrain features allow various microclimates to exist within the Basin. Mountains and hills are primarily responsible for the wide variations of rainfall, temperatures, and localized winds that occur throughout the South Coast Air Basin. Temperature variations have an important influence on wind flow, pollutant dispersion along mountain ridges, vertical mixing, and photochemistry. Since the moderating marine influence decreases with distance from the coast, monthly and annual spreads between temperatures are greatest inland. Precipitation is highly variable seasonally. Summers are often completely dry, and there are frequent periods of 4 to 5 months with no rain. In the winter, occasional storms from the high latitudes sweep across the coast, bringing rain inland. Annual rainfall is lowest in the coastal plain and inland valleys, higher in the foothills, and highest in the mountains.

### **SANTA CLARITA MICROCLIMATE**

The City of Santa Clarita lies in Los Angeles County north of the San Fernando Valley, surrounded by the Santa Susana and San Gabriel mountain ranges on the south, east, and west, and the Sierra Pelona Mountains on the north. Santa Clarita lies in the transitional microclimatic zone of the Basin, located between two climate types, termed "valley marginal" and "high desert." Situated far enough from the ocean to usually escape coastal damp air and fog, the summers are hot and the winters sunny and warm. Summer nights

### *Air Quality Element*

are pleasantly cool and the surrounding slopes are sufficient to drain off cold air near the ground on clear winter nights.

Santa Clarita's climate is relatively mild. Annual average daytime temperatures range from 89.7 degrees Fahrenheit (F) in summer to 63.6 degrees F in winter. Low temperatures average 58.9 degrees F in summer and 41.3 degrees F in winter. In wintertime during calm, clear nights, the localized mountain/valley drainage flow is enhanced and cool air drains downslope towards the valley floor. Annual precipitation for Santa Clarita is 13.10 inches, which occurs almost exclusively from late October to early April. As elsewhere in the Basin, precipitation is higher in the mountains than in the valley. Portions of the Santa Susana and San Gabriel Mountains receive between 22 and 24 inches of rainfall per year.

### WIND FLOW PATTERNS

Winds across the project area are an important meteorological parameter since they control the initial rate of dilution of locally generated air pollutant emissions, as well as their regional trajectory. Predominant wind patterns for the Santa Clarita area generally follow those described for a mountain/valley regime. During the day, effects of the onshore flow reach inland and are enhanced by a localized upvalley or mountain pass wind. During the night, surface radiation cools the air in the mountains and hills, which flows downvalley, producing a gentle "drainage wind." The topography surrounding Santa Clarita leads to two separate valley flow patterns--distinctly different predominant wind directions in the southern and northern portions of the City and a convergence of these winds within the City.

### *Air Quality Element*

The windrose data shown in Exhibit AQ-1 represents the frequency of wind speeds and direction measured at the South Coast Air Quality Management District air monitoring station in Newhall located in the southern portion of the City of Santa Clarita. The predominant daytime wind flows from the south/southeast as the effects of the regional onshore flow are modified by the upvalley flow from the San Fernando Valley through the Newhall Pass. This pattern is most dominant during summer, the peak smog season. At night, the local drainage flows down the Santa Clara River Valley, as shown in Exhibit AQ-1, which indicates the frequency of wind from the east.

Farther north, a completely different pattern is observed. Exhibit AQ-2 represents the frequency of wind speed and direction measured in the Santa Clarita community of Saugus. The wind measuring station was located adjacent to the Santa Clara River, near the intersection of State Route 126 and Interstate 5, less than 7 miles from the Newhall station. The windrose data in Exhibit AQ-2 demonstrates that the highest frequency of winds occurs from the west and east. The area receives westerly daytime winds from the Oxnard Plain Airshed of Ventura County by way of the Santa Clara River Valley. The return flow at night is predominantly from the east, and represents the down valley drainage pattern. The second most frequent wind direction at the Saugus station is from the southeast. This pattern represents days when wind flow from the South Coast Air Basin through the Newhall Pass reaches farther north and dominates the Santa Clara River Valley flow.

On most days, a convergence zone will exist in the Santa Clarita area as the two flow patterns meet, usually in the northern half of the valley. Where these winds meet, wind speeds accelerate. Shifts of the convergence zone lead to variations in wind speed and direction. Strong southeasterly to southwesterly winds are observed at Saugus (Exhibit AQ-2), depending on the relative strengths of the valley (mountain pass) regimes.



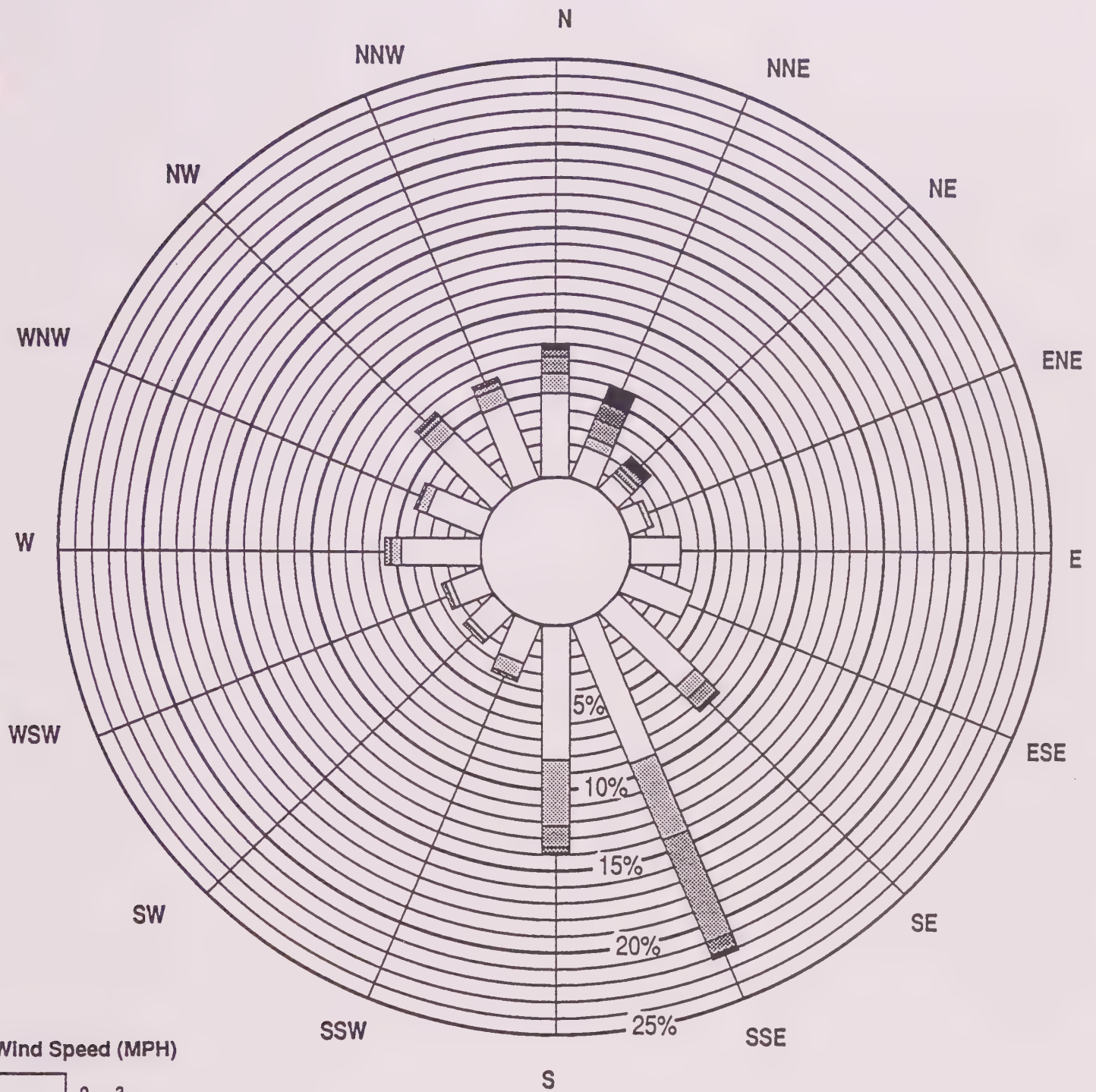


Exhibit AQ-1

Wind Rose at Newhall (1970-1975)

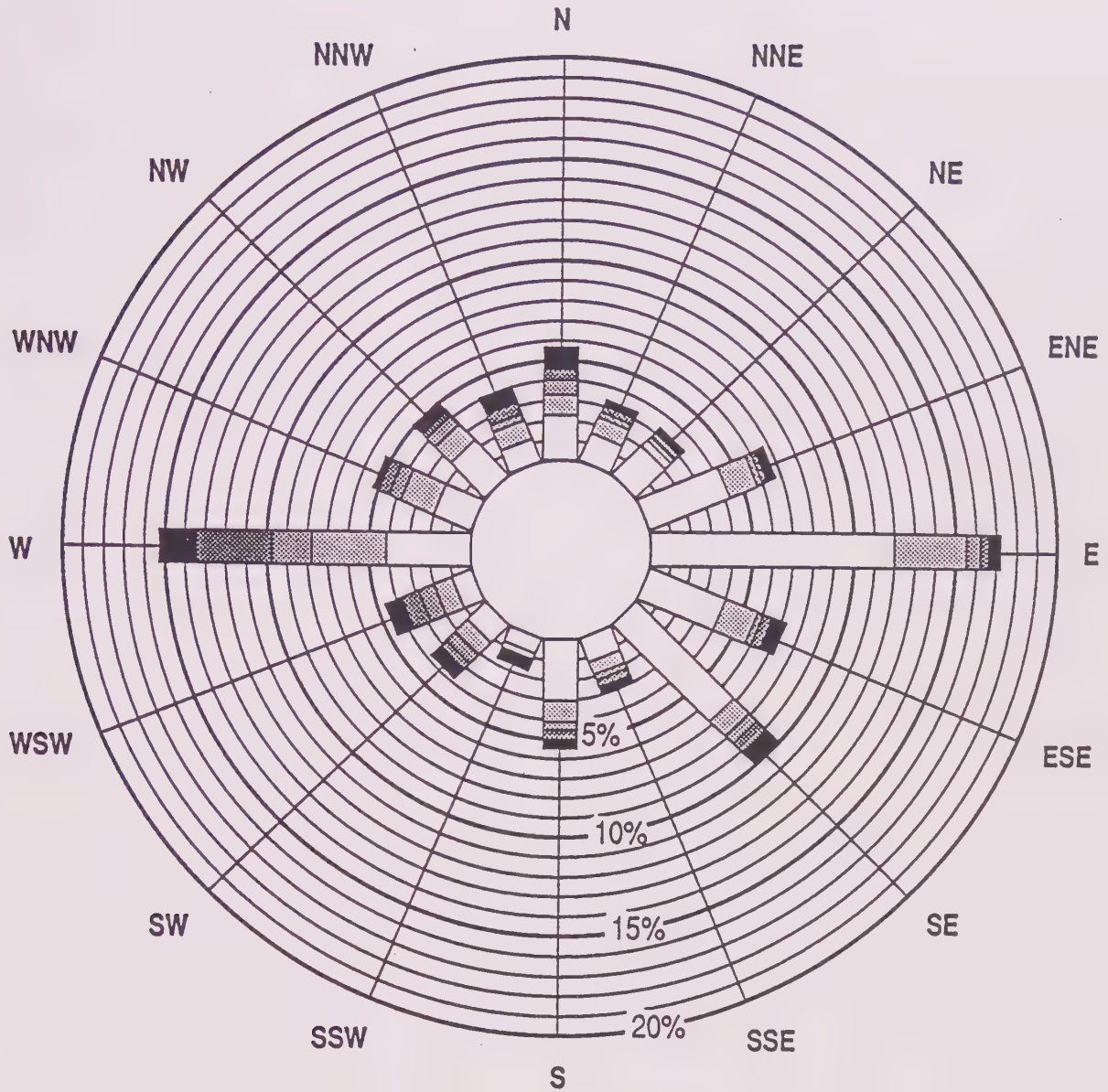


*Santa Clarita General Plan  
City of Santa Clarita*

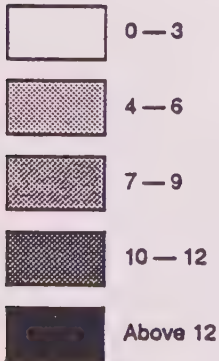
7200002-June 1991







**Wind Speed (MPH)**



Source: SCAQMD

**Exhibit AQ-2**

*Wind Rose at Saugus (1958-1971)*



*Santa Clarita General Plan  
City of Santa Clarita*

7200002-June 1991







### *Air Quality Element*

The predominant wind patterns for the Santa Clarita area are broken by occasional winter storms and episodes of Santa Ana winds. Santa Ana winds are strong northerly or northeasterly winds that originate in the desert of the Great Basin and predominantly occur from September through March. Usually warm, always very dry, and often full of dust, Santa Ana winds are particularly strong in mountain passes and at the mouths of canyons. With canyons to the northeast and the Tejon Pass to the northwest, the Santa Clarita area is extremely susceptible to Santa Ana conditions. Santa Ana episodes are represented by those instances of strong northeasterly winds at Newhall and strong northwesterlies to northeasterlies at Saugus, as shown in Exhibits AQ-1 and AQ-2, respectively. On the average, Santa Ana winds occur 5 to 10 times a year, each occurrence lasting up to several days.

### **METEOROLOGICAL INFLUENCES ON AIR QUALITY**

Regional flow patterns have an effect on air quality patterns by directing pollutants downwind of sources. Localized meteorological conditions such as light winds and shallow vertical mixing, and topographical features such as surrounding mountain ranges, contribute to high pollutant concentrations by hindering dispersal. Temperature inversions especially hamper dispersion by trapping air pollutants in a limited atmospheric volume close to the ground. The average wind speed in the South Coast Air Basin is less than 5 miles per hour on 80 percent of the days during the summer smog season. This is a measure of daily stagnation.

During summer's longer daylight hours abundant sunlight in the Basin provides energy to fuel the photochemical reactions between nitrogen dioxide and volatile organic compounds which form ozone. Ozone is a colorless toxic gas which irritates the lungs and damages materials and vegetation. Meteorological conditions needed to produce

### *Air Quality Element*

high concentrations of ozone are adequate sunshine, early morning stagnation in source areas, high surface temperatures, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer.

Ozone's long formation time leads to high concentrations of ozone downwind from precursor sources. With south/southeasterly upvalley winds on most days, the most frequent ozone transport route into Santa Clarita is from sources to the south and southeast. The westerly upvalley flow pattern through the Santa Clara River Valley that predominates in the northern portion of the City also leads to the likelihood of some pollutant transport from areas of Ventura County. However, the more frequently occurring south/southeasterlies and the greater number of ozone precursor pollutant sources in the South Coast Air Basin primarily influence the ozone patterns monitored at Santa Clarita. According to South Coast Air Quality Management District meteorologists, peak ozone levels in Santa Clarita correspond with periods of south/southeasterly winds, while lower levels exist on days with winds from other directions, including from Ventura County.

In the winter, temperature inversions occur close to ground level during night and early morning hours. At these times, the greatest pollution problems are carbon monoxide and nitrogen oxides.

High carbon monoxide concentrations occur on winter days with strong surface inversions and light winds. A surface inversion exists on 70 percent of the mornings in January. Carbon monoxide transport is extremely limited, and peak concentrations occur very near the source of emissions. Highest concentrations are associated with areas of high traffic density.

### *Air Quality Element*

High nitrogen dioxide levels usually occur during the autumn or winter on days with summer-like weather conditions. These conditions include low inversions, limited daytime mixing, and stagnant windflow. Although days are clear, sunlight is limited in duration and intensity; therefore, the photochemical reactions which would form ozone are incomplete and atmospheric ozone concentrations are low.

Atmospheric particulates are made up of fine solids or liquids such as soot, dust, aerosols, fumes, and mists. A large portion of the total suspended particulate matter (TSP) in the atmosphere is finer than 10 microns ( $PM_{10}$ ). These small particulates cause the greatest health risk since they can more easily penetrate the defenses of the human respiratory system. A substantial fraction of  $PM_{10}$  forms in the atmosphere as a result of chemical reactions which form ozone and other secondary pollutants. Peak concentrations of  $PM_{10}$  occur downwind of emission sources.

### **EXISTING REGIONAL AIR QUALITY**

The South Coast Air Basin Quality Management District (SCAQMD) samples ambient air at 32 monitoring stations in the South Coast Air Basin and those portions of the adjacent Southeast Desert Air Basin which are under the jurisdiction of the SCAQMD. Locations of these stations are depicted on Exhibit AQ-3.

Air quality is determined by comparing contaminant levels in air samples taken at these monitoring stations to national and state ambient air quality standards set by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB). These standards are set at levels to protect public health and welfare with an adequate margin of safety. There are national and state standards for ozone, carbon monoxide, nitrogen dioxide,  $PM_{10}$ , sulfur dioxide, and lead. The SCAQMD also



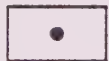




### Legend



South Coast Air Basin



Air Monitoring Station



Station Representative of Study Area's Air Quality



## Exhibit AQ-3 SCAQMD Air Monitoring Network

7200002-june 1991



Michael Brandman Associates



## Santa Clarita General Plan City of Santa Clarita



### *Air Quality Element*

measures for compliance with two other state standards: sulfates and visibility. Standards are depicted on Exhibit AQ-4.

The South Coast Air Basin has not attained national standards for ozone, carbon monoxide, nitrogen dioxide, and fine particulates matter (PM<sub>10</sub>). Levels of ozone exceed national and state standards everywhere in the Basin. In 1988, the peak ozone reading was almost three times the National Ambient Air Quality Standard (NAAQS). The Los Angeles urban area exceeds this standard more frequently than any other area in the United States, and also records the highest peak readings. Ozone is a secondary pollutant, formed when reactive organic gases (ROG) with oxides of nitrogen (NO<sub>x</sub>) react in the presence of sunlight. ROG sources are automobiles and evaporation of paints and solvents, oil refining and production, and other industrial processes.

National and state standards for carbon monoxide, a colorless gas which interferes with the transfer of oxygen to the brain, are exceeded in densely populated portions of Los Angeles and Orange counties. Peak readings are approximately double the national standard. Carbon monoxide is produced almost entirely from automobiles.

Oxides of nitrogen are produced through combustion at high temperatures. Sources of NO<sub>x</sub> are primarily automobiles, but also include power plants and oil refineries. Besides contributing to ozone formation, nitrogen dioxide, a reddish-brown gas, can cause breathing difficulties. The national annual average nitrogen dioxide standard is exceeded by about 5 percent in Los Angeles County, which is the only area in the nation which still exceeds this standard. The state nitrogen dioxide standard is exceeded in both Los Angeles and Orange counties. The number of readings over the standards fluctuates from year to year, depending on weather patterns.





<b>Air Pollutant</b>	<b>California</b>	<b>National</b>	
	<b>Concentration</b>	<b>Primary(&gt;)</b>	<b>Secondary(&gt;)</b>
<b>Ozone</b>	0.09 ppm, 1-hr. avg.>a)	0.12 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.
<b>Carbon Monoxide</b>	9.0 ppm, 8-hr. avg.>b) 20 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.
<b>Nitrogen Dioxide</b>	0.25 ppm, 1-hr. avg.>c)	0.53 ppm, annual avg.	0.53 ppm, annual avg.
<b>Sulfur Dioxide</b>	0.05 ppm, 24-hr. avg.>= with ozone>=0.10 ppm, 1-hr. avg. or TSP>=ug/m <sup>3</sup> , 24-hr. avg. 0.25 ppm, 1-hr. avg.>c)	0.03 ppm, annual avg. 0.14 ppm, 24-hr. avg.	0.50 ppm, 3-hr. avg.
<b>Suspended Particulate Matter (PM 10)</b>	30 ug/m <sup>3</sup> annual geometric mean> 50 ug/m <sup>3</sup> , 24-hr. avg.>d)	50 ug/m <sup>3</sup> , annual f) arithmetic mean 150 ug/m <sup>3</sup> , 24-hr. avg.	50 ug/m <sup>3</sup> , annual f) arithmetic mean 150 ug/m <sup>3</sup> , 24-hr. avg.
<b>Sulfates</b>	25 ug/m <sup>3</sup> , 24-hr. avg.>=		
<b>Lead</b>	1.5 ug/m <sup>3</sup> , 30-hr. avg.>=	1.5 ug/m <sup>3</sup> , calendar quarter	1.5 ug/m <sup>3</sup> , calendar quarter
<b>Hydrogen Sulfide</b>	0.03 ppm, 1-hr. avg.>=		
<b>Vinyl Chloride</b>	0.010 ppm, 24-hr. avg.>=		
<b>Visibility - Reducing Particles</b>	In sufficient amount to reduce the prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 obs.		

- a) Effective March 9, 1987. The standard was previously 0.10 ppm, 1-hr avg.>=.
- b) Effective December 15, 1982. The standards were previously 10 ppm, 12-hour average and 40 ppm, 1-hour average.
- c) Effective October 5, 1984. The standard was previously .5 ppm, 1-hour average.
- d) Effective August 19, 1983. The standards were previously 60 ug/m<sup>3</sup> TSP, annual geometric mean, and 100 ug/m<sup>3</sup> TSP, 24-average.
- e) Effective March 9, 1987, standard changed from >=.25 ppm to >.25 ppm.
- f) Effective July 1, 1987. The standards were previously:  
     Primary    -Annual geometric mean TSP>75 ug/m<sup>3</sup> and 24-hour average TSP> 260 ug/m<sup>3</sup>.  
     Secondary -Annual geometric mean TSP>60 ug/m<sup>3</sup> and 24-hour average TSP> 150 ug/m<sup>3</sup>.

Note: ppm = parts per million by volume.  
 ug/m = micrograms per cubic meter.  
 > = greater than

Source:  
 California Air Resources Board, 1988.

Exhibit AQ-4

*Ambient Air Quality Standard*





### *Air Quality Element*

PM<sub>10</sub> levels regularly exceed the state standard throughout the Basin and exceed the national standard in eastern portions of the Basin. PM<sub>10</sub> irritates the respiratory system directly and in combination with gases which adhere to its surface. PM<sub>10</sub> is primarily produced by soil disturbance, as in grading and excavation, through tire and brake wear, and through secondary pollutant reactions which form aerosols in the atmosphere.

Sulfur dioxide and lead levels in all areas of the Basin are below national and state ambient air quality standards.

### EXISTING SANTA CLARITA AIR QUALITY

Ambient air quality in the City of Santa Clarita is characterized by readings taken at the SCAQMD pollutant monitoring station located in the community of Newhall. Before 1989, ozone was the only pollutant monitored at this station since it was the only pollutant considered potentially to exceed air quality standards. The Santa Clarita air quality monitoring station (formerly known as the Newhall station) is located in the fire station at 24811 San Fernando Road. Table AQ-1 lists the ozone air quality readings at the Santa Clarita station from January 1984 through November 1989.

Pollutants from emission sources outside of the Santa Clarita Valley have traditionally been the major source of the area's high ozone concentrations. With the growth in population in the area over the past decade, and the subsequent increase in automobile traffic, the potential to generate pollutants locally has increased. Monitoring for carbon monoxide, nitrogen dioxide, and sulfur dioxide, in addition to ozone, was initiated at the Santa Clarita station by the SCAQMD midway through 1989 as a means of measuring future improvement or deterioration in local air quality. PM<sub>10</sub> is not monitored in Santa Clarita.

TABLE AQ-1

AMBIENT AIR QUALITY SUMMARY  
NEWHALL/SANTA CLARITA<sup>a</sup> AIR QUALITY MONITORING STATION

	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989<sup>b</sup></u>
Ozone (O <sub>3</sub> )						
State standard (1-hr. avg. 0.09 ppm)						
National standard (1-hr. avg. 0.12 ppm)						
Maximum concentration (ppm)	0.27	0.24	0.24	0.21	0.30	0.25
Number of days state standard exceeded	132	141	128	129	152	120
Number of days national standard exceeded	86	93	87	67	107	73

ppm = parts per million.

a The monitoring station name was changed from Newhall to Santa Clarita in 1988.

b Data for 1989 includes January 1989 through November 1989.

Source: South Coast Air Basin Quality Management District Air Quality Data, January 1984 -November 1989.

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During 1989, the SCAQMD conducted special sampling studies at two locations in Santa Clarita to determine the most representative location for siting an air monitoring station. The study found that ozone readings at the Newhall and Canyon Country sites were consistent, but that carbon monoxide and nitrogen dioxide readings were consistently higher at the Newhall site. Particulate matter (PM<sub>10</sub>) readings were higher at the Canyon Country site than the Newhall site when levels were below 100 micrograms per cubic meter and higher at the Newhall site when concentrations were above 100 micrograms per cubic meter.



### *Air Quality Element*

Exhibits AQ-5 through AQ-8 show readings taken during that period. July data are shown for ozone and  $PM_{10}$ , which are higher in summer, and December data are shown for carbon monoxide and nitrogen dioxide which generally experience peak levels in winter. The exhibits are based on preliminary data collected by the SCAQMD.

Because of the geographical and meteorological conditions described previously, Santa Clarita records some of the highest ozone readings in the Basin, and also records more exceedances of the ambient ozone standards than many stations. Although local sources of ozone precursor pollutants, such as  $NO_x$  and reactive organic gases (ROG), will incrementally contribute to regional levels of ozone, local ozone concentrations usually result from pollutants transported from outside the Santa Clarita Valley.

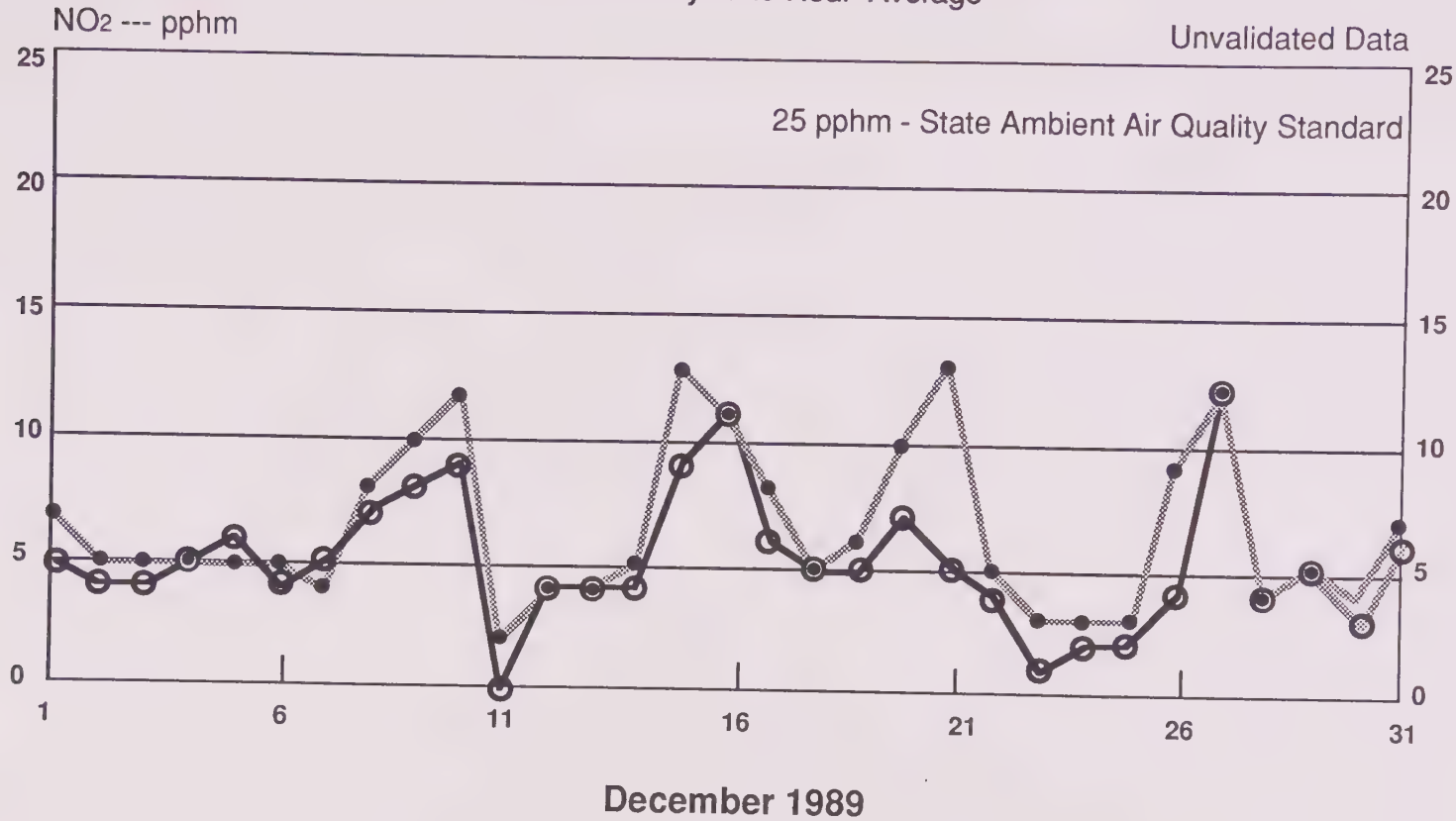
A study conducted at the University of Southern California in June 1989 by doctoral candidate Kadio Ahossone found that ozone concentrations in Santa Clarita declined slightly over the ten year period between 1978 and 1988. The decrease was small, averaging about 0.0132 ppm.

Locally generated air pollutants are also a cause for concern in the Santa Clarita area, where increased growth has led to increased automobile traffic. Highly localized carbon monoxide concentrations can be expected at congested intersections, especially in winter.  $PM_{10}$  concentrations in the area are a result from locally generated emissions and the particulates transported from elsewhere in the South Coast Air Basin. Occasionally high  $PM_{10}$  levels result from fugitive dust during periods of strong canyon winds, such as the Santa Ana's. With a significant increase in truck traffic,  $PM_{10}$  concentrations will escalate.



# Santa Clarita Nitrogen Dioxide

Max. Daily One-Hour Average



.....●..... Newhall

—○— Canyon Country

Exhibit AQ-5

*Santa Clarita - Nitrogen Dioxide*

7200002-June 1991



Michael Brandman Associates



*Santa Clarita General Plan  
City of Santa Clarita*





# Santa Clarita Carbon Monoxide Max. Daily One-Hour Average

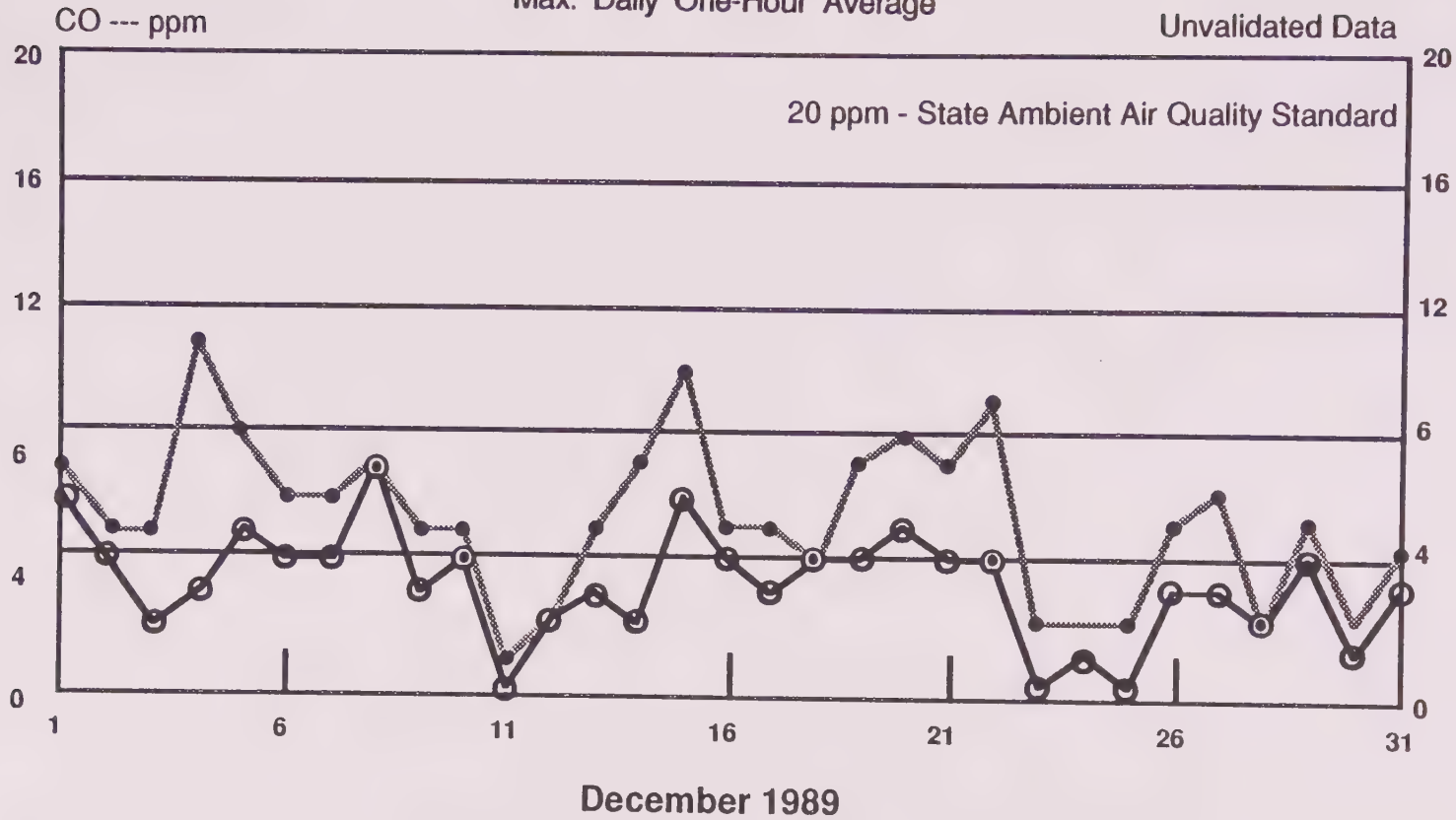


Exhibit AQ-6

*Santa Clarita - Carbon Monoxide*



*Santa Clarita General Plan  
City of Santa Clarita*

7200002 June 1991





# Santa Clarita Ozone Max. Daily One-Hour Average

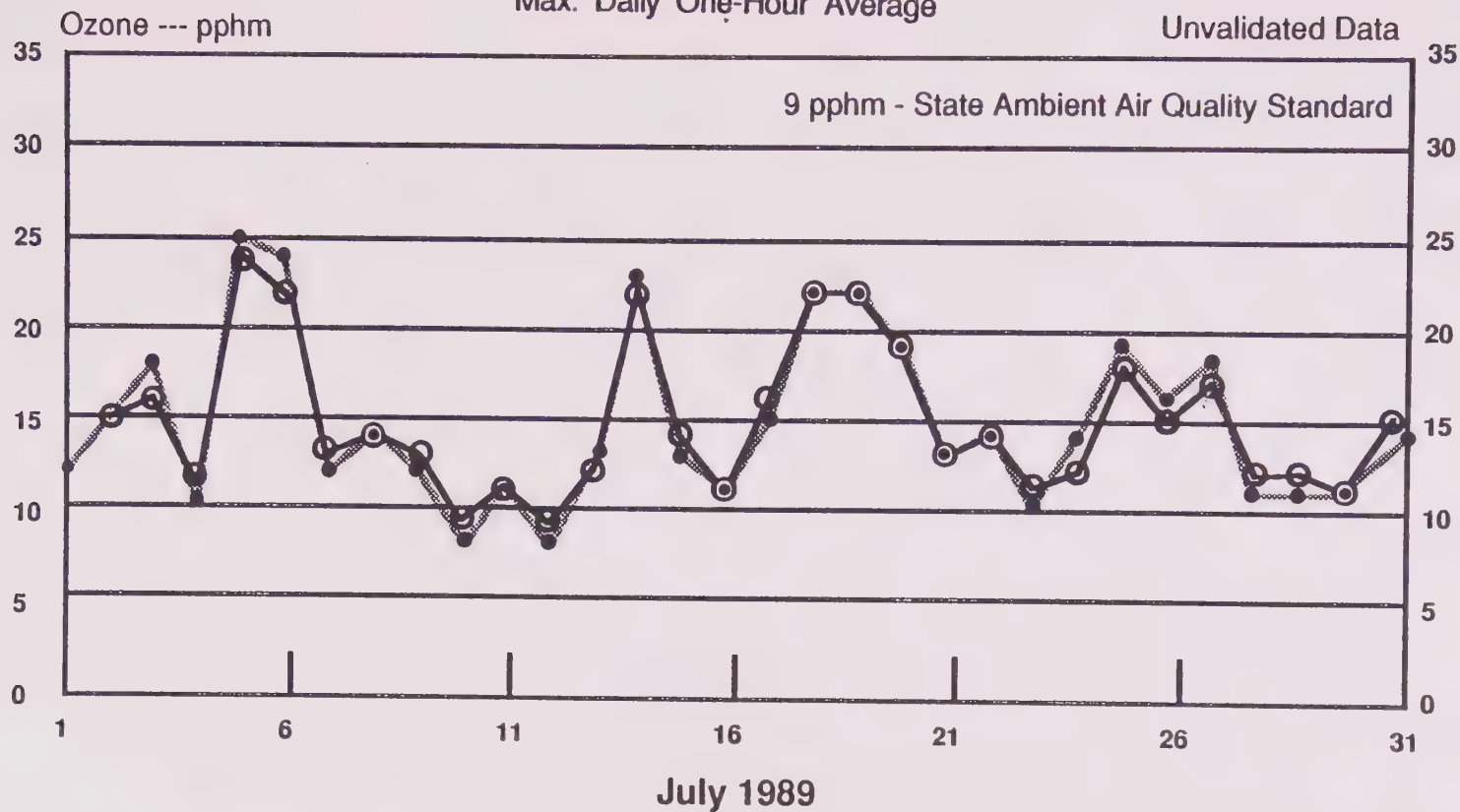


Exhibit AQ-7  
Santa Clarita - Ozone

7200002-June 1991



Santa Clarita General Plan  
City of Santa Clarita





**Santa Clarita PM-10**  
Max. 24-hr Concentration

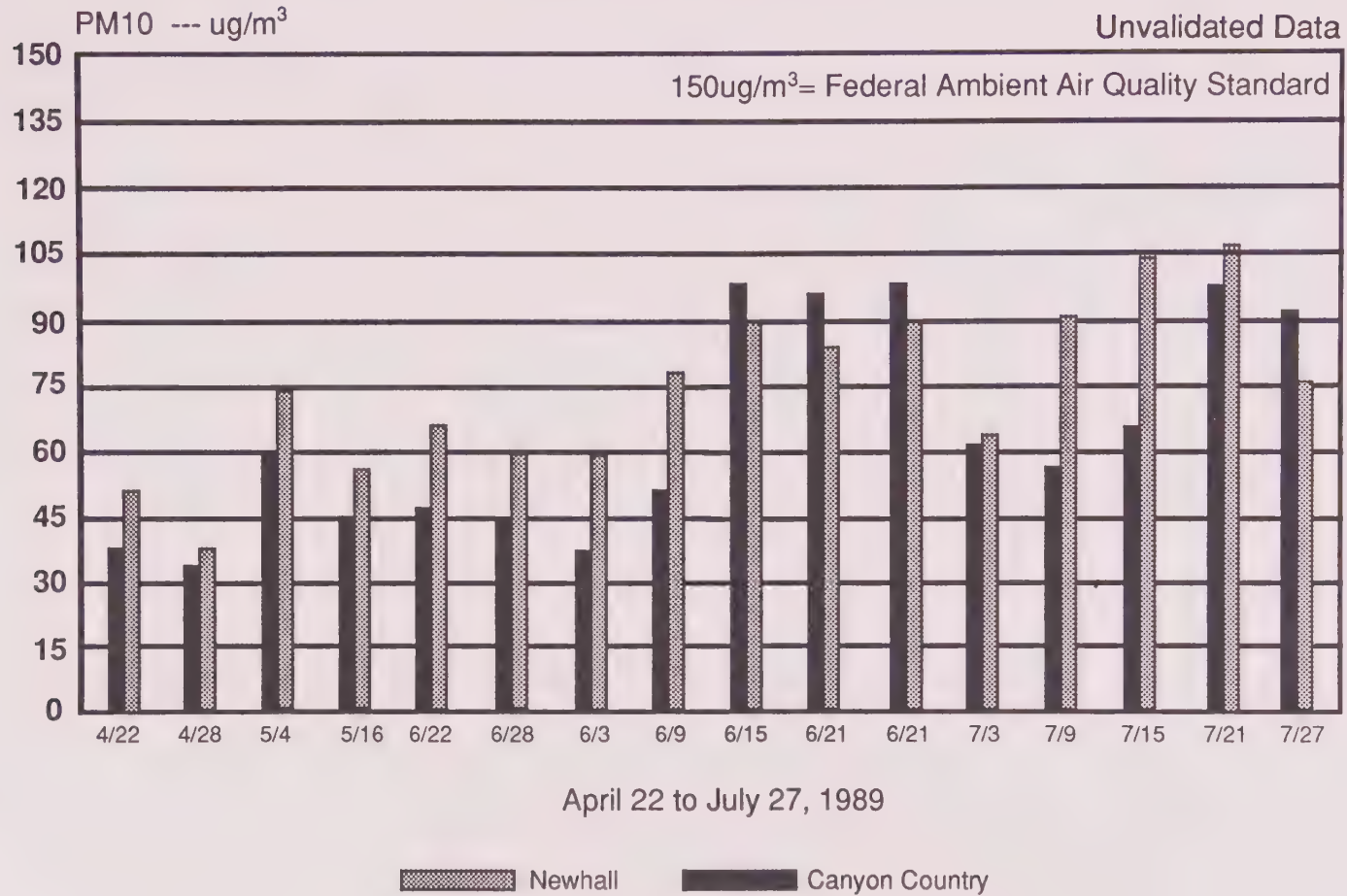


Exhibit AQ-8

*Santa Clarita - PM10*



*Santa Clarita General Plan*  
*City of Santa Clarita*

7200002-June 1991



Michael Brandman Associates



### *Air Quality Element*

Table AQ-2 summarizes emissions for point sources found within the City of Santa Clarita. Data for the large point sources identified by name and address were taken from a 1985 emission inventory contained in Appendix III-A to the 1989 Air Quality Management Plan. The data for the miscellaneous small sources were summarized directly from information provided by the SCAQMD, April 30, 1990.

Table AQ-3 summarizes emissions for mobile sources found within the City of Santa Clarita. The data was extrapolated from the emission inventory contained in Appendix III-A of the 1989 Air Quality Management Plan. The ratio of the population of Santa Clarita to the population of Los Angeles County was used to scale the emissions.

### **AIR QUALITY TRENDS**

Air quality has greatly improved in the South Coast Air Basin since the 1950s, despite sharply increased population growth. The SCAQMD projects this trend to continue, even with no new emission control programs, to the year 2000. After 2000, increased growth will reverse this trend without additional controls. Existing and projected air quality, with and without planned controls, is shown on Exhibit AQ-9.

### **AIR QUALITY CONTROL**

Air quality planning and control in California are governed by the Federal Clean Air Act, as amended in 1977 and 1990, and the California Health and Safety Code, Division 26, which sets forth the duties and requirements of the California Air Resources Board (CARB), County air pollution control districts, and regional air quality management districts, including those in the South Coast Air Basin, the Bay Area, and the





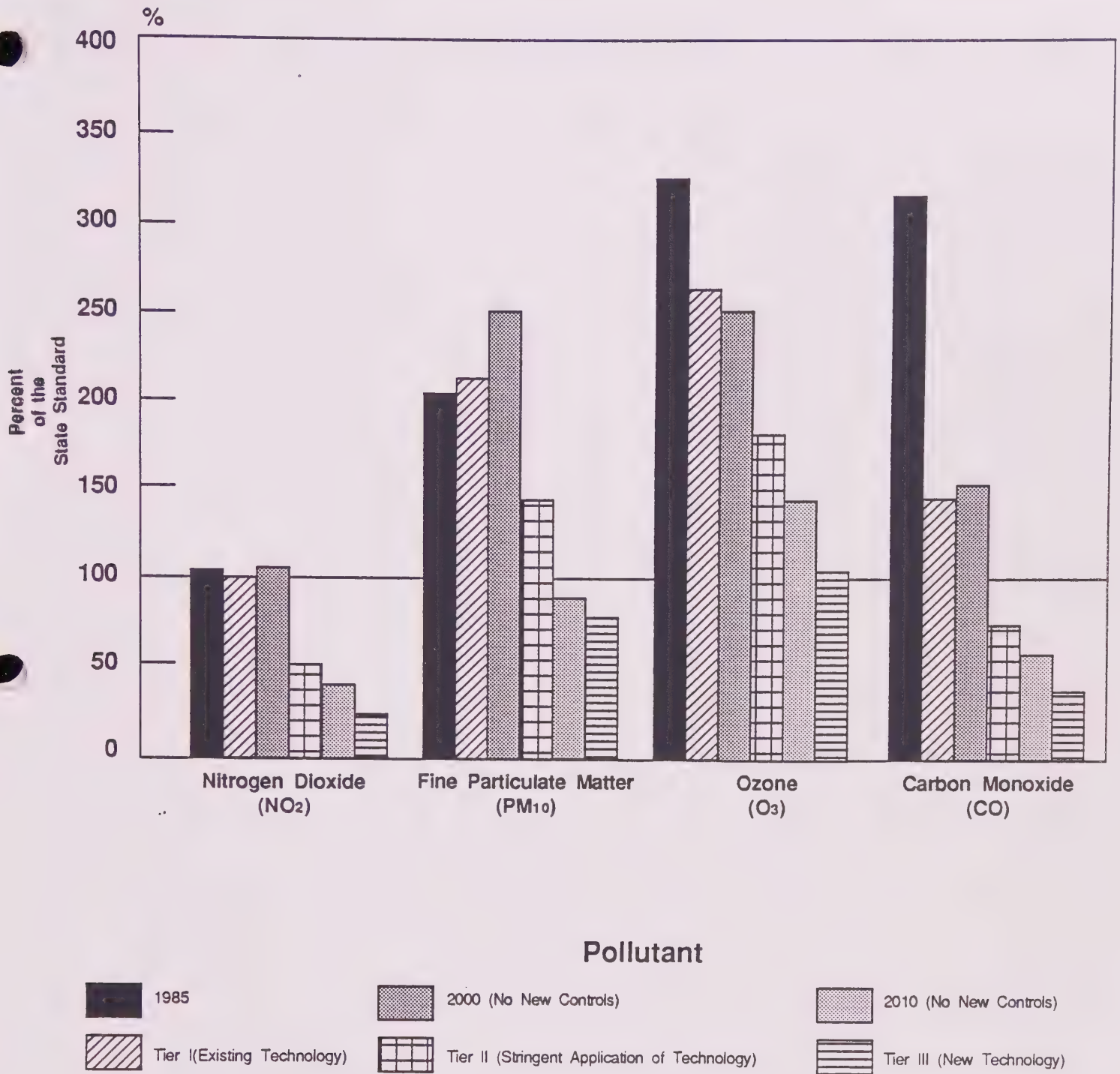


Exhibit AQ-9

*Projection of Future Air Quality in the South Coast Air Basin  
in Comparison with the Most Stringent Federal Standards*

200002-June 1991



*Santa Clarita General Plan  
City of Santa Clarita*



TABLE AQ-2

**SUMMARY OF POINT SOURCE EMISSIONS FOR 1985**  
**CITY OF SANTA CLARITA**  
**(tons/year)**

<u>Facility</u>	<u>Address</u>	<u>TOG</u>	<u>ROG</u>	<u>CO</u>	<u>NO<sub>x</sub></u>	<u>SO<sub>x</sub></u>	<u>PM</u>
Sun Exploration & Production Co.	Pico Canyon Road	686.10	266.99	140.00	1,116.00	0.00	1.00
Southern California Gas Co.	28601 N. Stanford	390.00	122.73	98.00	718.00	0.00	0.00
Exxon Co., USA, Castaic Junction	27720-1/2 Feed Mill Road	637.00	404.79	32.00	256.00	0.00	0.00
Newhall Refining Co., Unit 05	22674 N. Clampit Road	120.20	100.71	14.00	84.00	23.00	10.00
R. W. Gillibrand Co.	13900 Lang Stadium Road	1.60	1.29	0.13	37.00	38.50	24.63
Bermite Division, Whittacer Corp. <sup>a</sup>	22116 W. Soledad Canyon Road	96.00	86.98	74.00	4.00	0.00	0.00
Tosco Production Finance Corp.	20749-1/2 Placerita Canyon Road	137.00	76.49	0.00	5.00	0.00	0.00
Union Oil of California	Lincoln Lease	64.00	37.76	4.00	34.00	0.00	0.00
Chevron USA Lease	15 & Sierra Highway	52.00	28.52	1.00	27.00	0.00	0.00
GWF Power System Co.	Placerita 1	4.80	3.60	4.55	35.38	0.04	9.17
TOSCO Enhanced Oil Recovery	20916 Placerita Canyon Road	43.00	27.09	0.00	14.00	0.00	1.00
Keyser-Century Corp.	26000 Springbrook Road	11.00	8.69	1.00	12.00	0.00	19.00
American Cyanamide Co.	2144 Golden Triangle Road	37.00	27.72	0.00	3.00	0.00	0.00
HR Textron, Inc.	25200 W. Rye Canyon Road	<u>134.10</u>	<u>2.00</u>	<u>0.00</u>	<u>2.00</u>	<u>0.00</u>	<u>0.00</u>
Total		2,413.80	1,217.55	368.68	2,462.38	85.54	72.80
Miscellaneous Small Sources		<u>26.75</u>	<u>22.11</u>	<u>12.95</u>	<u>0.55</u>	<u>2.91</u>	<u>6.43</u>
Total		2,440.55	1,239.66	381.63	2,347.93	63.45	73.23

<sup>a</sup> No longer in operation.

Source: SCAQMD, Air Quality Management Plan, Appendix III-A, 1989. SCAQMD 1990.  
Michael Brandman Associates 1990.

TABLE AQ-3

SUMMARY OF MOBILE SOURCE EMISSIONS  
CITY OF SANTA CLARITA  
(tons/year)

<u>Onroad Vehicles</u>	<u>OG</u>	<u>ROG</u>	<u>CO</u>	<u>NO<sub>x</sub></u>	<u>SO<sub>x</sub></u>	<u>PM</u>
Light Duty Passenger Cars	3.22	2.98	22.80	2.43	0.11	0.34
Light and Medium Trucks	0.87	0.80	6.65	0.74	0.04	0.08
Heavy Duty Gas Trucks	0.29	0.27	5.31	0.38	0.03	0.03
Heavy Duty Diesel Trucks	0.17	0.16	0.50	0.98	0.08	0.17
Motorcycles	0.06	0.06	0.17	0.01	0.00	0.00
Total	4.61	4.27	5.44	4.54	0.26	0.62
<u>Other Mobile Sources</u>						
Offroad Vehicles	0.12	0.12	0.55	0.05	0.01	0.00
Trains	0.03	0.02	0.04	0.08	0.01	0.00
Aircraft 0.09	0.08	0.44	0.10	0.01	0.00	
Mobile Equipment	0.13	0.12	1.13	0.44	0.02	0.05
Utility Equipment	0.10	0.09	1.01	0.02	0.0	0.00
Total	0.46	0.45	3.17	0.69	0.04	0.06
Total Mobile Sources	5.07	4.72	38.61	5.23	0.30	0.68

Sources: SCAQMD, Air Quality Management Plan, Appendix III-A, 1989.  
SCAQMD April 1990.  
Michael Brandman Associates 1990.

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### *Air Quality Element*

metropolitan Sacramento region. In general, the CARB has authority to regulate motor vehicle emissions through technological controls, fuel standards, etc. Stationary sources are regulated by local and regional air districts. Since 1988, regional districts in nonattainment areas also have authority to regulate indirect sources, which are sources that attract large numbers of motor vehicles.

The Clean Air Act required local planning areas in each state to prepare plans demonstrating how health-based pollutant standards would be achieved by December 31, 1987. Plans were submitted for the South Coast Air Basin in 1979 and 1982, but the two plans could not show attainment by the 1989 deadline. Adoption of a revised Clean Air Act occurred on November 15, 1990. Amendments under consideration by Congress as of April 1990 would extend attainment deadlines for the most seriously impacted areas, principally the South Coast Air Basin, to the year 2010.

In 1989, the SCAQMD adopted a revised Air Quality Management Plan (AQMP) which demonstrates attainment of all federal air quality standards by the year 2000. It is the most stringent air quality plan prepared to date anywhere in the United States. Included in the plan are transportation management measures, strict controls on automobile emissions, new industrial controls, extension of controls to very small sources, and restrictions on the use of various types of products, such as paints and coatings.

The 1989 AQMP emphasizes the need for local government efforts to achieve air quality standards. The plan directs local governments to amend their general plans to include air quality elements, or their equivalent, by January 1, 1991. Programs which are to be identified and implemented through the local air quality element are identified in Table AQ-4.

TABLE AQ-4

**AIR QUALITY MANAGEMENT PLAN  
CONTROL MEASURES TO BE IMPLEMENTED BY LOCAL GOVERNMENTS**

<u>Control Measure Number</u>	<u>Title</u>	<u>First Activity</u>	<u>Required Pre-1/2/91</u>	<u>Recommended in General Plan</u>	<u>in General Plan</u>
<u>Transportation</u>					
1.a	Alternative Work Weeks and Flextime	Administrative Action	x		x
1.b	Telecommunications	Administrative			x
2.a	Employer Rideshare and Transit Incentives	Ordinance Adoption	x		x
2.b	Parking Management	Air Element and Ordinance Adoption	x	x	x
2.c	Vanpool Purchase Incentives	Support Legislation	x		x
2.d	Merchant Transportation Incentives	Ordinance Adoption			x
2.e	Auto Use Restrictions	Air Element and Ordinance Adoption	x	x	x
2.g	Transit Improvements	Seek Transit Parking	x		x
3.a	Truck Dispatching, Rescheduling, and Rerouting	Air Element Ordinance Adoption	x	x	x
4	Traffic Flow Improvements Action	Administrative	x		x

*Air Quality Element*

**TABLE AQ-4 (continued)**

<u>Control Measure Number</u>	<u>Title</u>	<u>First Activity</u>	<u>Required Pre-1/2/91</u>	<u>Recommended in General Plan</u>	<u>in General Plan</u>
5	Nonrecurrent Congestion	Administrative Action	x		x
15	Electric Vehicles	Support Legislation	x		x
G-4	Clean Fuels in New Fleet Vehicles	Administrative Action	x		x
<u>Air Carrier Airport Measures</u>					
6	Aircraft and Ground Service Vehicles	Ordinance Adoption			x
7	Centralized Ground Power Systems	Ordinance Adoption			x
8	Airport Ground Access	Ordinance Adoption			x
9	Replacement of High-Emitting Aircraft	Enact Memorandum of Understanding		x	
<u>Port Measures</u>					
3.b	Diverting Port-Related Truck Traffic to Rail	Administrative Action	x		x
11	Rail Consolidation to Reduce Grade Crossings	Establish Joint Powers Authority	x		x
<u>Land Use</u>					
17	Growth Management	General Plan Amendment and Ordinance Adoption	x	x	x
X	Sensitive Receptors	Ordinance Adoption			x

*Air Quality Element*

TABLE AQ-4 (continued)

<u>Control Measure Number</u>	<u>Title</u>	<u>First Activity</u>	<u>Required Pre-1/2/91</u>	<u>Recommended in General Plan</u>	<u>in General Plan</u>
<u>Particulate and Building Emissions</u>					
12.a	Paved Roads	Administrative Action and Ordinance Adoption	x		x
F-4	Fugitive Emissions from Construction of Roads and Buildings	Ordinance Adoption			x
12.b	Unpaved Roads and Parking Lots	Ordinance Adoption			x
E-3	Fugitive Dust from Agriculture	Ordinance Adoption			x
F-9	Low Emissions Materials for Building Construction	Ordinance Adoption			x
<u>Energy Conservation</u>					
18.a	Local Government Energy Conservation	Administrative Action	x		x
18.c	Pricing, Tax, and Subsidy Incentives	Ordinance Adoption	x		x
D-4	Emissions from Swimming Pool Water Heating	Ordinance Adoption	x		x
D-5	Emissions from Residential and Commercial Water Heating	Ordinance Adoption	x		x
18.b	Waste Recycling	Ordinance Adoption	x		x



*Air Quality Element*

TABLE AQ-4 (continued)

<u>Control Measure Number</u>	<u>Title</u>	<u>First Activity</u>	<u>Required Pre-1/2/91</u>	<u>Recommended in General Plan</u>	<u>in General Plan</u>
<u>Government Organizations</u>					
X	Coordination of Local Plans and Programs	Administrative Action			x
X	Intergovernmental Coordination and SCAQMD Referrals	Administrative Action			x

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In 1988, the California Legislature enacted the California Clean Air Act (CCAA). The CCAA amended the enabling authority for air pollution control districts in California. These districts, including the SCAQMD, have been given by the legislature, through the CCAA, broad new authority to regulate motor vehicle use with indirect source controls in areas that have not met national or state ambient air quality standards.

**GOALS AND POLICIES**

The CCAA requires that regional emissions be reduced by 5 percent per year, averaged over 3 year periods, until attainment can be demonstrated. Each area that does not currently meet a national or state ambient air quality standard is to prepare a plan which demonstrates how attainment will be reached. The attainment goal for areas with the most heavily degraded air quality, including the South Coast Air Basin, is December 31, 2000. Plans are due to the California Air Resources Board in 1991, and must be updated in 1998 if attainment cannot be demonstrated by the year 2000.

## *Air Quality Element*

All proposed uses must be considered consistent with the South Coast Air Quality Management Plan. Accordingly, existing inconsistent uses must be corrected or eliminated. Potential uses to be located in or near the City must not provide new sources of pollutants or increased beyond acceptable levels existing emissions that are considered problematic in meeting the goals and objectives of the AQMP. Uses that generate hydrogen sulfide shall be avoided.

### **Governmental Coordination on Air Quality Issues**

**GOAL 1:** To minimize conflicts between City and other governmental agency air quality policies, plans, and programs.

- Policies:**
- 1.1** Coordinate the planning and implementation of land use, transportation, housing, energy, and other elements of the General Plan with the air quality element.
  - 1.2** Coordinate with the local, regional, state, and national agencies in efforts to plan and implement clean air objectives for the South Coast Air Basin.

### **Transportation Demand Management**

**GOAL 2:** To reduce emissions resulting from work and non-work vehicle trips by private and local government employees.

- Policies:**
- 2.1** Promote vehicle trip reduction and other transportation demand management (TDM) programs.
  - 2.2** Encourage car pools and company van pools.
  - 2.3** Develop in the city and promote in the planning area alternative transportation systems including, but not limited to, comprehensive bus service, bicycle and pedestrian trails, and associated support facilities.

## *Air Quality Element*

- 2.4 Promote programs which reduce vehicle emissions, including walking, bicycling, ridesharing, transit subsidies, staggered work schedules, public transit enhancement, telecommuting, tele-education, and park-and-ride facilities.
- 2.5 Encourage programs which minimize local traffic congestion at large special events. Programs could include prepurchase of parking tickets, staggering hours of arrival, offsite parking with shuttles.

### **Peak-Period Truck Travel**

**GOAL 3:** To reduce emissions from peak-period truck travel and number and severity of truck-involved accidents.

**Policy:** 3.1 Promote a more efficient use of the road system by encouraging the diversion of commercial truck traffic, whenever feasible, to off-peak periods.

### **Parking Management**

**GOAL 4:** To reduce transportation source emissions by promoting efficient and creative parking plans which reduce vehicle emissions.

**Policy:** 4.1 Promote local solutions to parking management, including such actions as parking facility design which reduces vehicle idling or programs which discourage the use of single-occupant vehicles in congested areas.

### **Traffic Flow Improvements**

**GOAL 5:** To reduce vehicle emissions through traffic flow improvements.

**Policy:** 5.1 Develop and implement traffic flow improvements in order to reduce congestion, conserve energy, and improve air quality.

## *Air Quality Element*

### **Design Criteria**

**GOAL 6:** To reduce vehicle emissions through promotion of appropriate building and site design criteria.

**Policy:**      **6.1**    Encourage new development, through the project review process, to incorporate appropriate building and site design criteria to minimize vehicular emissions, such as those resulting from onsite circulation patterns.

### **Building Materials and Methods**

**GOAL 7:** To reduce reactive organic gas (ROG) and particulate emissions from building materials and methods.

**Policy:**      **7.1**    Encourage the use of low-polluting building and construction methods and materials.

### **Energy Conservation**

**GOAL 8:** To reduce emissions resulting from energy consumption in residential, commercial, and governmental facilities.

**Policies:**    **8.1**    Encourage retrofitting programs to incorporate energy conservation in existing buildings.

**8.2**    Encourage the use of alternative energy sources.

**8.3**    Promote the use of landscaping, especially trees, to reduce heat buildup, save energy, and help cleanse the air.



## *Air Quality Element*

### **Air Quality Education**

**GOAL 9:** To increase public awareness regarding regional and local air quality issues.

**Policy:** 9.1 Promote programs which educate the public regarding regional and local air quality issues.

### **Land Use**

**GOAL 10:** To reduce vehicle emissions by creating an urban form that efficiently utilizes urban infrastructure and services.

**Policies:** 10.1 Contribute to the reduction of vehicle miles traveled by achieving a more reasonable job/housing balance.

10.2 Develop and encourage efficient transportation systems and land use patterns which minimize total trips and vehicle miles traveled.

### **Clean Vehicle Fuels**

**GOAL 11:** To reduce vehicle emissions by promoting the use of cleaner alternative fuels for vehicles.

**Policies:** 11.1 Promote the use of alternative clean fuels for City vehicles, to the extent feasible.

11.2 Support incentives for the use of clean alternative fuel vehicles.

### **Transit Improvements**

**GOAL 12:** To reduce mobile source emissions by promoting a shift from single occupancy to higher occupancy vehicles.

**Policies:** 12.1 Encourage the development of local public transit and availability, improved bus service (time schedule, performance, and connections), and actions designed to make the transit system user friendly.

## *Air Quality Element*

- 12.2 Encourage the establishment of local and regional multimodal transportation facilities.
- 12.3 Encourage the development of intercity transportation systems other than buses. Such systems may include light rail, monorail, people movers.

### **Particulate Emissions**

**GOAL 13:** To reduce particulate (dust) emissions.

**Policy:** 13.1 Implement measures to reduce particulate emissions from paved and unpaved roads, parking lots, and road and building construction sites.

### **Toxic Air Pollutant Exposure**

**GOAL 14:** To prevent exposure of people, animals, and other living organisms to toxic air pollutants.

**Policy:** 14.1 Protect Santa Clarita Valley residents and other sensitive receptors from exposure to toxic air pollutants by identifying sources of toxic contaminants and insuring that users comply with state regulations.

### **Criteria Air Pollutant Exposure**

**GOAL 15:** To prevent exposure of residents and other sensitive receptors to non-toxic pollutants.

**Policies:** 15.1 Protect Santa Clarita Valley residents and other sensitive receptors from exposure to unsafe levels of criteria pollutants or precursors, such as reactive organic gases, particulates, oxides of nitrogen, oxides of sulfur, lead, and carbon monoxide, by requiring that owners of proposed new facilities mitigate emissions expected to result from completed projects to levels where they will not have a significant impact on local receptors.

### *Air Quality Element*

- 15.2 Coordinate with the South Coast Air Quality Management District (SCAQMD) to insure that new occupants of existing commercial and industrial buildings are in compliance with all applicable SCAQMD rules and regulations.
- 15.3 Oppose the siting of landfills in the vicinity of the City of Santa Clarita unless the landfill development can be demonstrated not to affect air quality adversely.

### **IMPLEMENTATION OF THE AIR QUALITY ELEMENT**

The City believes in and is committed to the implementation of this plan. Whereas the goals and policies of the plan establish the general framework for future growth and development, actual realization of the plan can only be accomplished through the specific implementing actions that the City subsequently undertakes.

The primary tools with which the City should undertake to implement the Air Quality Element of the plan include:

- Comply with South Coast Air Quality Management District rules and regulations
- Congestion management and transportation demand programs
- Transit improvement programs
- Clean air demonstration and education programs
- Recycling and conservation programs

### *Air Quality Element*

- Dust control measures
- Sensitive use guidelines
- Landscaping/tree planting guidelines

The City will prepare and adopt an implementation program which will be set forth in a separate document and will not be a part of the General Plan. The implementation program will set forth projects, programs, proposed ordinances, and guidelines for development and will include priorities and schedules for the consideration and adoption of these subsequent actions. The implementation program will be a dynamic document containing specific implementations which will be periodically reviewed and updated to reflect changing conditions, needs, and priorities.



# Hazard Management

## *Chapter 4*



City of Santa Clarita



# Noise Element



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# City of Santa Clarita





## NOISE ELEMENT

### INTRODUCTION

State law, Government Code Section 65302(f), requires that the general plan shall include a Noise Element which identifies and appraises noise problems in the community. It must recognize the guidelines adopted by the State Office of Noise Control. Finally, it must analyze and quantify the current and projected noise levels for all of the following:

- Highways and freeways.
- Primary arterials and major local streets.
- Passenger and freight on-line railroad operations and ground rapid transit systems.
- Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflight, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
- Local industrial plants, including, but not limited to, railroad classification yards.
- Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

Santa Clarita residents are exposed to a wide range of noises that are common in urbanized environments. Major noise sources in the City include automobiles, trucks, and trains. Much of the traffic noise comes from the major roads in the City and the adjacent freeways. Train noise along areas parallel and next to railroad tracks also are affected. Stationary noise sources within the City may also generate noises that affect nearby uses. Stationary noise sources can include a wide range of recreational, commercial, and business activities.

## **CHARACTERISTICS OF SOUND**

There is a basic, yet important, distinction between sound and noise. Sound is anything that is or can be heard. Noise is unpleasant or unwanted sound.

Sound is produced when an action (e.g., a clap of the hands, a running engine) causes air pressure to vibrate in all directions around the source. When people hear sounds, they are actually detecting the changes in air pressure on their eardrums. This action is similar to throwing a stone into a pond. The stone produces waves, or vibrations, which are carried to the edge of the pond.

Each person's interpretation or perception of sound may differ, depending on the person's sensitivity and the time of day. Most people are more sensitive to sound late at night. Often, sounds that would not bother people during the day will bother them later at night.

Before the existing noise environment can be described, a number of terms need to be explained. The most common terms used in defining noise are discussed in the following paragraphs.

### **Decibel (dB)**

Loudness is the most common measure of sound. The decibel (dB) is the standard unit used for measuring the intensity and level of sound and noise. The decibel measures the one-time occurrence of a particular sound. A decibel is the unit measuring sound pressure level. Decibels are measured logarithmically in a similar manner to the Richter scale which measures the magnitude of earthquakes.

### **A-Weighted Sound Level (dBA)**

An A-weighted sound level is the sound pressure level in decibels, as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear, and provides good correlation with subjective reactions to noise. The decibel scale commonly ranges from 0 to 180 dBA, where 0 dBA is the threshold of hearing, while physical discomfort begins at 110 dBA. At 130 dBA, the threshold of pain begins, and at 140 dBA permanent injury to the eardrums is possible.

The decibel scale is designed so that an increase on the scale represents a tenfold (logarithmic) increase in sound energy and an approximate doubling of perceived loudness. For example, a kitchen dishwasher in the next room may produce a sound level of 50 dB (relatively quiet), and a garbage disposal may produce sounds approaching 80 dBA (fairly loud). Exhibit N-1 describes and compares the relative loudness of various noise sources as measured in dBA.

### **Equivalent Noise Level (Leq)**

The Leq is the average of the sound energy level for a 1-hour period, whereas the CNEL and Ldn measure sound over a 24-hour time period. Both the CNEL and the Ldn are based on twenty-four 1-hour Leq measurements which are weighted to account for more sensitive time periods.





PUBLIC REACTION	NOISE LEVEL (dBA)	COMMON INDOOR NOISE LEVELS	COMMON OUTDOOR NOISE LEVELS
	110	Rock Band	Jet Flyover at 1,000 ft.
LOCAL COMMITTEE ACTIVITY WITH INFLUENTIAL OR LEGAL ACTION	100	Inside Subway Train	Gas Lawn Mower at 3 ft.
LETTERS OF PROTEST	90	Food Blender at 3 ft.	Diesel Truck at 50 ft.
COMPLAINTS LIKELY	80	Garbage Disposal at 3 ft. Shouting at 3 ft.	Noisy Urban Daytime
COMPLAINTS POSSIBLE	70	Vacuum Cleaner at 10 ft. Normal Speech at 3 ft.	Gas Lawn Mower at 100 ft. Commercial Area
COMPLAINTS RARE	60	Large Business Office	Heavy Traffic at 300 ft.
	50	Dishwasher Next Room	Quiet Urban Daytime
ACCEPTANCE	40	Small Theater Conference Room (Background)	Quiet Urban Nighttime Quiet Suburban Nighttime
	30	Library Bedroom at Night Concert Hall (Background)	Quiet Rural Nighttime
	20	Broadcast and Recording Studio	
	10		
	0	Threshold of Hearing	

Source: Caltrans Noise Manual,  
California State Department  
of Transportation  
March 1980, Pg. 1-1-4.

## Exhibit N-1 Common Noise Levels and Public Reactions



*Santa Clarita General Plan  
City of Santa Clarita*





## *Noise Element*

### **Community Noise Equivalent Level (CNEL)**

A CNEL is average equivalent A-weighted sound level during a 24-hour day. CNEL measurements are broken down into three weighted time periods. In the daytime, from 7 a.m. to 7 p.m., no dB are added. In the evening (7 p.m. to 10 p.m.), the sound level is obtained after the addition of 5 dB, and at night (10 p.m. to 7 a.m.), the sound level is obtained after the addition of 10 dB. The 5 and 10 decibel penalties are applied to account for increased noise sensitivity during the evening and nighttime hours.

The CNEL represents the daily energy noise exposure averaged on an annual basis. It is not measured, but computed. The State of California uses the dB CNEL noise index to relate community noise exposure to compatibility criteria. Typically, minor roadways do not generate sufficient noise to create a 65 dB CNEL value off the roadway, while arterials and freeways can create 65 dB CNEL values extending hundreds of feet into adjacent properties.

CNEL is the noise metric currently specified in state aeronautics code for evaluation of the noise impact of airplanes. Additionally, CNEL is specified by the state noise insulation standards for new multiple-family dwellings. Local compliance with these standards requires that community noise be specified in terms of CNEL.

### **Day-Night Average Level (Ldn)**

Ldn is the average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of 10 decibels to sound levels occurring during the nighttime from 10 p.m. to 7 a.m. The 10 decibel penalty is applied to account for increased noise sensitivity during the nighttime hours. The Ldn represents the daily energy noise exposure averaged on an annual basis. Where evening sound levels are not substantial, an Ldn value is

### *Noise Element*

generally within 2 dB of a CNEL value. However, where loud events occur between 7 p.m. to 10 p.m., such as a go-cart or outdoor concert facility, an Ldn value could be well below a CNEL value that applies a 5 dB penalty to that time period.

Ldn is measured only during two weighted time periods. Daytime is defined as 7 a.m. to 10 p.m. with no additions of dB. Nighttime is defined as 10 p.m. to 7 a.m., and the Ldn sound level is obtained after the addition of 10 dB. Using Ldn rather than CNEL should not result in any significant loss of accuracy.

### **Intermittent Noise**

Intermittent or occasional noise, such as that associated with a stationary noise source (e.g., a generator), sometimes is not loud enough to exceed the CNEL or Leq community noise standards. To account for such intermittent noise, acoustical engineers characterize noise in terms of percent noise level (L percent). The percent noise level is the level exceeded "x" percent of the time during the measurement period. For example, in an area where noise levels exceed 65 dB 90 percent of the time, the L90 is 65 dB.

### **EFFECTS OF NOISE**

The noise level in this society has continually increased, due in part to the use of larger and noisier transportation vehicles and to the increase in the number of vehicles. Additionally, the increasing demand of the growing population for better, more convenient transportation facilities, coupled with inadequate noise control measures to buffer residential and other noise sensitive areas from the noise generated by these facilities, has increased noise impacts.



## *Noise Element*

Studies have been performed by the U.S. Environmental Protection Agency (EPA) and other public and private organizations to determine the relationship between particular noise levels and human health. The human response to noise has been varied and complex. Noise has been found to have effects in the following areas: (1) physiological, (2) psychological, (3) behavioral, and (4) subjective.

### **Physiological Effects**

Physiological effects may be temporary or more enduring and permanent. A loud, sudden noise may cause only a startled reaction (increased heart rate) or a momentary hearing loss, while louder and longer sound can be more harmful. Exposure to sufficient levels of noise for long periods of time can produce temporary or permanent hearing loss. However, sound levels normally must exceed 80 dBA for sustained periods before hearing loss occurs. The greater or longer the exposure, the greater the potential for hearing loss. Additional physical effects beyond increased heart beat and temporary or permanent hearing loss include blood vessel constriction, dilation of the pupils, paling of the skin, headaches, muscle tension, nausea, insomnia, and fatigue.

### **Psychological Effects**

As with physiological effects, psychological effects may be temporary or more enduring and permanent. Prolonged physiological effects can cause, contribute, or translate into psychological effects. For instance, if a physiological effect of fatigue or insomnia is present, it could quite easily translate into anger, anxiety, and even hallucinations.

The psychological effects of noise include interference with sleep. Excessive exposure may also cause symptoms of anxiety, anger, vertigo, and hallucinations.

## **Behavioral Effects**

Behavioral effects involve interference with everyday activities, such as conversation, watching television, or studying. Loud noise may interrupt the activities or prevent the activities from continuing.

Exhibit N-1 indicates that normal conversational speech is in the range of 65 to 70 dBA, and noise above that level can interfere with speech, depending on the distance between speakers. A report published by the EPA states that "continuous exposure to noise levels above 90 dBA appear to have potentially detrimental effects on human performance," especially for tasks requiring intense concentration.

## **Subjective Effects**

Subjective effects represent a combination of physiological and behavioral impacts. By nature, subjective effects are most difficult to describe because different people react differently to particular noises. For example, a jet airplane flying overhead may disrupt a conversation between two people and cause momentary hearing loss. One person might term this occurrence as extremely annoying, whereas another person may find it only a mild nuisance.

Community reaction surveys have found that prolonged noise levels approaching or above 85 dBA generally disturb a community to the point of vigorous community action directed toward reducing or eliminating the noise source.

## **NOISE AND LAND USE COMPATIBILITY GUIDELINES**

Community decision-makers should use available community noise information to ensure that a minimum number of people are exposed to potentially harmful noise sources. To aid decision-makers, several federal and state agencies have established noise/land use compatibility guidelines. These guidelines, described in the following paragraphs and tables, are all based upon cumulative noise criteria, such as Leq, CNEL, or Ldn. These land uses and compatibility guidelines are illustrated in Exhibit N-2.

### **Environmental Protection Agency (EPA)**

In March 1984, the EPA published a document entitled Information of Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety, (EPA 550/9-74-004), which identifies noise level thresholds requisite for protecting human health in both indoor and outdoor environments. According to this publication, 55 Ldn is described as the threshold level with an adequate margin of safety for outdoor activities associated with residential development and recreational. The document and the thresholds are advisory only and not considered standards, specifications, or regulations.

### **Federal Highway Administration (FHWA)**

The FHWA has adopted and published noise abatement criteria for highway construction projects. The FHWA noise abatement criteria establishes an exterior noise goal for residential land uses of 67 Leq. The interior goal for residences is 52 Leq. The criteria apply to private yard areas and assume that typical wood frame houses with open windows provide a 10 dB noise reduction (outdoor to indoor) and a 20 dB noise reduction with the windows closed.





## **State of California**

The State of California has adopted noise standards in areas not preempted by the federal regulations. The California Sound Transmission Control Standards are found in California Administrative Code, Title 25, Building Standards, Chapter 2.5, as adopted March 1, 1986. The purpose of the standards is to establish minimum noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. The standards specify that interior noise levels, with windows closed, which are attributable to exterior sources, shall not exceed an annual noise level of 45 dB CNEL in any habitable room. Residential buildings or structures within a 60 dB CNEL exterior noise environment, where noise levels are caused by airport, vehicular, or industrial noise sources, are required to have acoustical analyses prepared indicating that the proposed buildings have been designed to limit background interior noise to the allowable 45 dB CNEL level.

In 1976, the State Office of Noise Control (Department of Health) published a recommended noise/land use compatibility matrix. This matrix (Exhibit N-2), indicates that residential land uses and other noise sensitive receptors generally should locate in areas where outdoor ambient noise levels do not exceed 65 to 70 dBA (CNEL or Ldn).

This compatibility matrix is not mandatory; however, the State Department of Housing and Community Development has established mandatory noise guidelines for multiple-family residential construction. New multiple-family units cannot be exposed to outdoor ambient noise levels in excess of 65 dBA (CNEL or Ldn), and sufficient insulation must be provided to reduce interior ambient levels to 45 dBA. Office buildings and business

## *Noise Element*

and professional land uses are acceptable in areas of 65 dB Ldn or less and are normally acceptable in areas exposed to 65-75 dB Ldn. In industrial areas, noise level of up to 75 dB are normally acceptable. Conditionally acceptable noise levels range from 70 to 80 dB.

### **EXISTING CITY OF SANTA CLARITA NOISE ENVIRONMENT**

Vehicular traffic is one of the dominant noise sources in the City of Santa Clarita and the planning area. Existing traffic noise along the major roadways was calculated using the Federal Highway Administration's Highway Traffic Noise Prediction Model (FHWA-RD-77-108, December 1978). This model was modified to generate CNEL values. Model input data was derived from the traffic consultant; and from field observations which included average daily traffic levels, day/night percentages of autos, medium and heavy trucks, vehicle speeds, ground attenuation factors, and roadway widths.

#### **Equivalent Noise Level (Leq)**

The Leq is the average of the sound energy level for a 1-hour period, whereas the CNEL and Ldn measure sound over a 24-hour time period. Both the CNEL and the Ldn are based on twenty-four 1-hour Leq measurements which are weighted to account for more sensitive time periods.

#### **Intermittent Noise**

Intermittent or occasional noise, such as that associated with a stationary noise source (e.g., a generator), sometimes is not loud enough to exceed the CNEL or Leq community noise standards. To account for such intermittent noise, acoustical engineers characterize noise in terms of percent noise level (L percent). The percent noise level is the level

### *Noise Element*

exceeded "x" percent of the time during the measurement period. For example, in an area where noise levels exceed 65 dB 90 percent of the time, the L90 is 65 dB.

#### **Results of Noise Survey**

A noise study was conducted by Michael Brandman Associates, Inc. (MBA) in July 1989, to document the existing noise environment in the City. This analysis consisted of three primary tasks: (1) identification of noise sensitive land uses, such as schools, hospitals, etc...; (2) measuring noise levels at selected locations in the City; (3) computerized modeling of ambient traffic noise levels along major roadways in the City; and (4) mapping of noise contours along existing major roadways and rail lines. Results of the survey are shown in Table N-1.

For example, Lmax is the maximum level of noise in the time period. L90 is the noise level exceeded 90 percent of the time, L50 is the level exceeded 50 percent of the time, L33 is the level exceeded 33 percent of the time, and L10 is the level exceeded 10 percent of the time. L90 represents the background or minimum noise level, L50 represents the average noise level, and L10 represents the peak or intrusive noise levels. When the noise levels are consistent, L50 is equivalent to the Leq.

The locations surveyed contained predominantly noise-sensitive land uses, such as schools, a library, a hospital, a church, and residences, including single-family units, condominiums, and apartments.

TABLE N-1  
NOISE MEASUREMENT SURVEY RESULTS

Noise Location <u>Number</u>	<u>Location</u>	<u>Leq</u>	<u>Lmax</u>	<u>L10</u>	<u>L33</u>	<u>L50</u>	<u>L90</u>
1	24709 Hazelcrest (residence) west of Interstate 5 and Lyons Avenue	67.5	78.5	71.0	66.0	64.5	61.5
2	Wiley Canyon School-- southwest corner Wiley Canyon Road and La Glorita	58.0	67.0	60.5	58.5	57.0	54.0
3	Peachland Elementary-- southwest corner Peachland Avenue and Happy Valley Street	52.5	64.5	55.5	51.5	50.0	47.0
4	St. Stephens Church-Orchard Village Road, north of Lyons Avenue	59.0	75.0	62.0	58.0	56.0	50.5
5	William S. Hart High School-- northwest corner Newhall Avenue and Oak Street	57.5	70.0	61.0	56.5	54.5	49.5
6	Southwest Corner Wiley Canyon Road and Orchard Village Road (condominiums)	61.0	71.5	64.0	60.5	59.0	54.5
7	Henry Mayo Hospital-- northwest corner Orchard Valley Road and McBean Parkway	56.0	66.0	59.5	56.0	54.5	52.0



LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE $L_{dn}$ OR CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL - LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES						
RESIDENTIAL - MULTIFAMILY						
TRANSIENT LODGING - MOTELS, HOTELS						
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES						
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES						
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS						
PLAYGROUNDS, NEIGHBORHOOD PARKS						
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES						
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL						
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE						

## LEGEND



### NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



### CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



### NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



### CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

## CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

### A. NORMALIZED NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or  $L_{dn}$ . Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or  $L_{dn}$ .

### B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act,

residential uses located in Community Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

### C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of  $L_{dn}$ . This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

### D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

Source: California Department of Health, Guidelines for the Preparation and Content of Noise Elements of The General Plan, February, 1976

## Exhibit N-2

# Noise and Land Use Compatability Guidelines

7200002-June 1991



*Santa Clarita General Plan  
City of Santa Clarita*



*Noise Element*

**TABLE N-1 (continued)**

Noise Location <u>Number</u>	<u>Location</u>	<u>Leq</u>	<u>Lmax</u>	<u>L10</u>	<u>L33</u>	<u>L50</u>	<u>L90</u>
8	Masters College--southwest corner Placerita Canyon Road and Meadview Avenue	59.0	71.5	63.0	57.5	55.0	48.5
9	22900 Circle J Ranch (apartments)--east of San Fernando Road	66.0	79.0	68.5	66.0	64.5	61.5
10	Southeast corner of Bouquet Canyon Road and Soledad Canyon Road (commercial center)	64.0	79.5	66.0	63.5	62.0	58.0
11	Goldcrest Drive--south of Valencia Boulevard (residences)	62.0	70.5	65.0	62.5	61.0	57.5
12	Magic Mountain Gift Shop-- southwest corner Magic Mountain Parkway and The Old Road	68.5	84.5	70.5	67.5	66.0	63.0
13	Santa Clarita Elementary School--northwest Corner Seco Canyon Road and Decoro Drive	64.0	73.5	67.5	65.0	63.5	57.5
14	Saugus High School north of Bouquet Canyon Road	53.5	64.0	54.5	53.5	53.0	51.0
15	Sierra Vista Junior High-- northwest corner Whites Canyon Road and Stillmore Street	57.5	82.5	56.0	54.0	52.5	48.5

*Noise Element*

**TABLE N-1 (continued)**

Noise Location <u>Number</u>	<u>Location</u>	<u>Leq</u>	<u>Lmax</u>	<u>L10</u>	<u>L33</u>	<u>L50</u>	<u>L90</u>
16	Canyon Country Public Library 18536 Soledad Canyon Road	68.5	79.0	71.0	69.0	67.5	62.5
17	Mitchell Community Elementary School--northwest corner Winterdale Drive and Goodvale Road	47.0	60.5	49.5	46.5	45.5	43.0
18	Valley View Elementary School--northwest corner Sierra Estates Drive and Friendly Valley Parkway	47.5	60.5	50.5	48.0	46.5	43.0
19	Polynesian Mobilehome Park-- northwest corner San Fernando Road and Sierra Highway	65.5	76.0	69.0	65.5	62.5	54.5

Source: Michael Brandman Associates, 1989

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Exhibit N-2 indicates that 60 dB is the maximum noise level normally acceptable for low density single-family homes and mobilehome parks. All of the residential areas surveyed are above the 60 dB level. However, all are at or below the FHWA standard of 67 dB. The first residential area in Table N-1 is exposed to noise from I-5. In late 1989, the homes had not reached total occupancy. Therefore, additional traffic in the neighborhood may occur and cause the current background noise level of 67 dB to rise above the acceptable standard. While the other two residential areas fall below the 67 dB standard, the residents of those areas are also exposed to noise levels which exceed the recommended standard of 60 dB. Residential areas which are multiple-family



### *Noise Element*

residential land uses are subject to a standard of 65 dB. The residents of the condominiums are exposed to levels below 65 dB, while the residents of the apartments are exposed to a level of 66 dB. In addition, the apartments are located close to the Southern Pacific rail lines, which subjects them to even higher noise levels at times.

The noise levels at all the elementary, junior, and senior high schools surveyed fall below the acceptable level of 65 dB. However, students and teachers of Santa Clarita Elementary School are exposed to a noise level of 64.0 dB, which is only slightly below the acceptable level.

The one land use which is clearly above acceptable levels is the Canyon Country Public Library on Soledad Canyon Road. The noise level at the library is 68.5 dB, and reaches a maximum Leq of 79.0 dB, which is considered clearly unacceptable.

Noise levels at the hospital, church, and commercial areas are all within acceptable levels for those land uses.

#### **Roadway Noise Study**

The dominant noise source in Santa Clarita is roadway traffic from I-5 and SR-14, which border the City to the west and east, respectively, as shown in Table N-2. Additional roadway traffic noise occurs from several streets, including Valencia Boulevard (east/west), San Fernando Road (north/south), Bouquet Canyon Road (northeast/southwest), Seco Canyon Road (north/south), Soledad Canyon Road (east/west), and Sierra Highway (northeast/southwest). The Southern Pacific rail lines, which run through the City represent an added noise source in the area.

TABLE N-2

EXISTING ROADWAY NOISE LEVELS  
DISTANCE (IN FEET) TO CNEL FROM ROADWAY CENTERLINES

<u>Roadway Segment</u>	<u>70 CNEL</u>	<u>65 CNEL</u>	<u>60 CNEL</u>	<u>55 CNEL</u>	<u>50 FEET</u>
Interstate 5 south of Lyons Ave.	607.4	1,915.3	6,054.4	19,143.4	78.51
Lyons Avenue east of Interstate 5	0.0	144.9	453.3	1,432.0	68.20
east of Valley St.	57.1	168.2	527.7	1,667.1	68.86
McBean Parkway east of Interstate 5	52.3	161.9	511.0	1,615.4	69.30
Valencia Boulevard east of Interstate 5	75.3	235.8	744.7	2,354.6	70.94
west of San Fernando Rd.	112.3	348.8	1,100.9	3,480.4	72.06
Orchard Village Road south of McBean Parkway	0.0	138.1	431.7	1,363.3	67.99
San Fernando Road northwest of Sierra Highway	65.0	202.9	640.8	2,026.0	70.29
northwest of Newhall Road	93.9	295.0	932.3	2,947.7	71.29
Bouquet Canyon Road north of Soledad Canyon Road	149.9	463.4	1,461.9	4,621.4	72.83
east of Seco Canyon Road	102.4	317.0	1,000.1	3,161.5	71.64
Seco Canyon Road north of Bouquet Canyon Road	81.7	249.7	786.9	2,487.3	70.60
Soledad Canyon Road west of Whites Canyon Road	88.7	272.4	858.9	2,715.1	70.98
west of Sierra Highway	168.7	524.2	1,654.6	5,230.9	73.37
east of Sand Canyon Road	74.7	233.9	738.9	2,336.3	70.91
State Route 14 east of Sand Canyon Road	378.6	1,194.9	3,777.6	11,944.4	77.32
north of Placerita Canyon Road	516.9	1,631.0	5,156.0	16,303.0	78.20

## *Noise Element*

Noise levels along the City roadways are affected by several traffic characteristics. These factors include the average daily traffic (ADT), the percentage of trucks, vehicle speed, the time distribution of traffic, and the gradient of the road.

As previously discussed, the noise level of 65 dB for residential and other noise-sensitive land uses is generally the dividing line between acceptable and unacceptable noise environments. CNEL levels along all these roadways are above 65 dB, with some exceeding 70 dB. Very few residential land uses exist along these roadways. However, along Seco Canyon Road, north of Bouquet Canyon Road, there are homes exposed to a CNEL of 70.60 dB, which exceeds the standard. There are also homes directly behind commercial areas. Along San Fernando Road, northwest of Sierra Highway, and Bouquet Canyon Road, east of Seco Road, the homes must be beyond 202.9 and 317.0 feet (respectively) from the centerline of the road to achieve the acceptable noise level of 65 dB.

Noise levels along Sierra Highway, I-5 and SR-14 reach noise levels between 73.88 and 78.51 dB. This level is only acceptable for land uses which contain industrial, manufacturing, and agricultural uses or contain golf courses, riding stables, water recreation sites, and cemeteries. The land uses along these roadways are compatible with these noise levels.

### **GOALS AND POLICIES**

The goals and policies of the Noise Element are a direct result of the findings of noise survey which was conducted and the requirements of state law. The four goals and accompanying policies will be used to guide the City in implementing appropriate ordinances, adjusting land uses, designing future roadways, and other related items which have a direct or indirect affect upon the noise environment.

## *Noise Element*

### **Noise Level Control Standards**

**GOAL 1:** To protect the health and welfare of the residents of the City of Santa Clarita and the planning area by the elimination, mitigation, and prevention of significant existing and future noise levels.

- Policies:**
- 1.1** Continue to implement a noise ordinance for the City of Santa Clarita compatible with state and federal standards, which establishes noise impact thresholds for noise abatement and attenuation in order to reduce potential health hazards associated with high noise levels.
  - 1.2** Include noise impact considerations in land use planning decisions.
  - 1.3** Control noise sources adjacent to residential, recreational, and community facilities, and those land uses classified as noise sensitive land uses.
  - 1.4** Monitor and update data and information regarding current and projected noise levels, in the planning area.

### **Reduction of Noise From Traffic**

**GOAL 2:** To prevent and mitigate adverse impacts of traffic generated noise on the residents of the City and the planning area.

- Policies:**
- 2.1** Implement standards and programs designed to reduce noise impacts from transportation noise sources within the planning area.
  - 2.2** Encourage existing and require future noise sensitive land uses to construct sound barriers to protect against significant noise levels, where appropriate and feasible.
  - 2.3** Where appropriate, work with Caltrans so that sound walls are constructed along Interstate 5 and State Route 14 in the immediate vicinity of residential and other noise sensitive developments where setbacks and other sound alleviation devices do not exist.
  - 2.4** Reduce significant noise levels related to through-traffic in residential areas by promoting subdivision circulation designs to contain a hierarchy of streets which efficiently direct traffic to highways.



### *Noise Element*

- 2.5 Encourage employers to develop vanpool and other demand management programs to reduce trip-generated noise in the planning area.
- 2.6 Work with local transit agencies to improve and expand current public transit services and routes to reduce trip-generated noise.
- 2.7 Require public transit agencies to properly maintain their equipment to avoid generating excessive noise levels.
- 2.8 Enforce the California Vehicle Code standards for control of noise due to mufflers and modified exhaust systems.

### **Noise Reduction in Residential Neighborhoods**

**GOAL 3:** To prevent and mitigate significant noise levels in residential neighborhoods above 60-65 dBA.

- Policies:**
- 3.1 Require that developers of new single-family and multi-family residential neighborhoods in areas where the ambient noise level exceeds 60-65 dBA provide mitigation measures for the new residences to reduce interior noise levels.
  - 3.2 Ensure that special noise sources, such as construction activities, leaf blowers, motorized lawn mowers, garbage collection, truck deliveries, and any other activities which produce significant discernible noise, do not create undue disturbances in residential neighborhoods.
  - 3.3 Require that those responsible for construction activities develop techniques to mitigate or minimize the noise impacts on residences, and adopt standards which regulate noise construction activities which may occur in or near residential neighborhoods.

### **Noise Reduction From Commercial and Industrial Activities**

**GOAL 4:** To prevent, mitigate, and minimize noise spillover from commercial/industrial uses into adjacent residential neighborhoods.

## *Noise Element*

- Policies:**
- 4.1** Develop, adopt, and enforce a standard for all commercial uses which cause adverse levels of significant discernible noise on adjacent residential neighborhoods.
  - 4.2** Require appropriate noise buffering between commercial/industrial and residential land uses.
  - 4.3** Establish standards for the control of noise from commercial and entertainment establishments when adjacent to residential land uses.

### **IMPLEMENTATION OF THE NOISE ELEMENT**

The City believes in and is committed to the implementation of this plan. Whereas the goals and policies of the plan establish the general framework for future growth and development, actual realization of the plan can only be accomplished through the specific implementing actions that the City subsequently undertakes.

The primary tools with which the City should undertake to implement the Noise Element of the plan include:

- A noise ordinance, including provisions to control noise through use of insulation, berms and walls, building design/orientation, buffer yards, and other techniques.
- Code enforcement, including citations to require cessation of excessive noise generating activities.
- Detailed noise studies in connection with proposals for habitable buildings in identified high noise areas.
- Noise attenuation guidelines for areas adjacent to high noise corridors which incorporate functional and aesthetic features to mitigate roadway noise and enhance the streetscape.
- Compliance with the State's noise insulation standards.

### *Noise Element*

The City will prepare and adopt an implementation program which will be set forth in a separate document and will not be a part of the General Plan. The implementation program will set forth projects, programs, proposed ordinances, and guidelines for development and will include priorities and schedules for the consideration and adoption of these subsequent actions. The implementation program will be a dynamic document containing specific implementations which will be periodically reviewed and updated to reflect changing conditions, needs, and priorities.





# Safety Element



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# City of Santa Clarita



## **SAFETY ELEMENT**

### **INTRODUCTION**

The Safety Element is one of the seven state required elements of the General Plan. It addresses the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, dam failure, flooding, slope instability leading to mudslides and landslide, subsidence, and other geologic hazards, fire, hazardous material, and crime.

State law, specifically Section 65302(f), requires that every Safety Element include the following components:

- The identification, mapping, and appraisal of seismic hazards which would be of concern, including areas subject to liquefaction, groundshaking, surface rupture, or seismic sea waves.
- An appraisal of mudslides, landslides, and slope stability which might occur as a result of a seismic disturbance.
- The identification of the potential for fires and other natural and man-made disasters, and measures designed to reduce the loss of life, injury, and damage to property.

### **GEOLOGIC AND SEISMIC HAZARDS**

#### **Earthquakes**

The City is located in a seismically dynamic region featuring two active fault systems: The San Andreas System which includes the San Andreas and San Gabriel faults; and a system of faults associated with the transverse ranges including the Sierra Madre and San Fernando faults. The State of California considers a fault to be active if it has caused

### *Safety Element*

soil and strata displacement in the last 11,000 years. Exhibit S-1 presents the locations of major earthquakes and recently active faults. Several of these active faults--the San Andreas, San Fernando, San Gabriel, and Sierra Madre faults--are capable of causing major damage to the City. Other potentially active faults in the City or in the surrounding area include the Santa Susana, Holser, Clearwater, and Northridge Hills. Other known fault traces in the area include the San Francisquito, Vasquez Canyon, Mint Canyon, Soledad Canyon, Magic Mountain, Pole, Bee Canyon, Nadeau, Acton, and Transmission Line faults (USGS 1985).

#### **Major Fault Zones in Southern California and Planning Area**

A number of active faults located in the region could affect the planning area, and include the San Andreas, San Fernando, San Gabriel, and Sierra Madre faults. Other known faults located in or near Santa Clarita include the Holser, Santa Susana, Clearwater, and Northridge Hills. The location of known faults within the planning area are shown on Exhibit S-2. Table S-2 indicates the maximum probable earthquakes that would affect the planning area.

#### **SEISMIC EFFECTS**

As the previous tables and exhibit have shown, the planning area is subject to violent shaking from periodic earthquakes. The major cause of structural damage from earthquakes is groundshaking and liquefaction. The amount of ground motion expected at a building site can vary from none to forceful depending upon (1) the distance to the fault, (2) the magnitude of the earthquake, and (3) the local geology. Greater movement can be expected at sites located on poorly consolidated material such as alluvium located



# Major Earthquakes & Recently Active Faults in the Southern California Region



## Legend

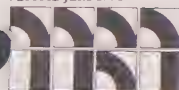
Late Quaternary Fault - Dotted where concealed onshore; queried where existence uncertain.

- Bar and ball on relatively downthrown side.
- Sawtooth on upper plane of thrust fault. Representative dip of fault shown where known.

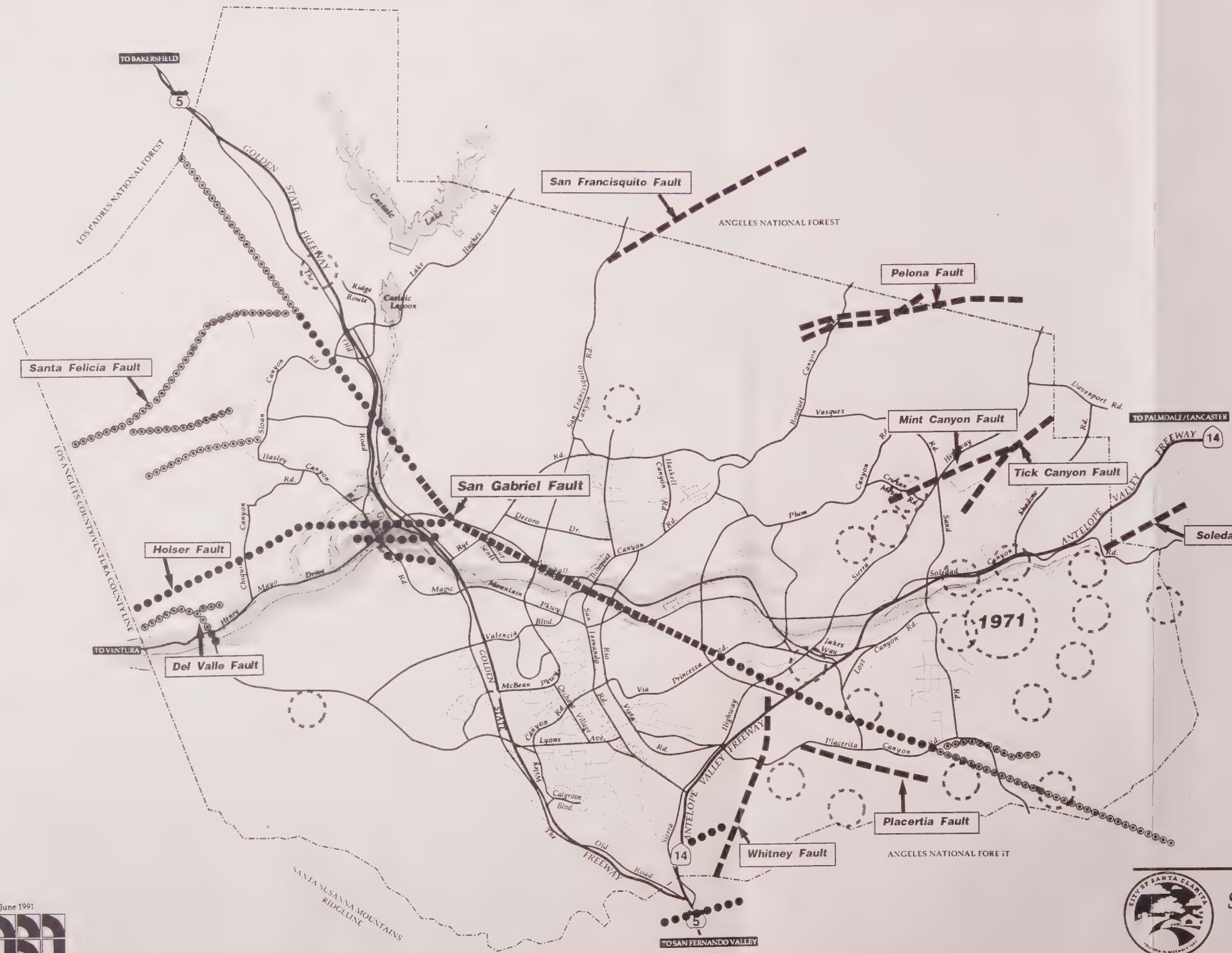
Epicenters of earthquakes occurring in 1978-84, showing corresponding magnitude range.

- 4.0 - 4.9
- 3.0 - 3.9
- 2.0 - 2.9

Source: U.S. Geological Survey; Long Beach, 1957-70; Los Angeles, 1975; San Bernardino, 1958-69; Santa Ana, 1959-69.







**Legend**

- Alquist-Priolo Special Studies Zone  
0-11,000 Years BP (Before Present)
- Active  
0-11,000 Years BP
- Potentially Active  
11,000-750,000 Years BP
- Conditionally Active  
>750,000 Years BP
- ≥ 5 Local Magnitude

Source: Leighton and Associates, Inc. September, 1989.







**TABLE S-1**  
**HISTORIC EARTHQUAKES THAT HAVE AFFECTED THE PLANNING AREA**

<u>Date</u>	<u>Fault or Location</u>	<u>Estimated Magnitude<sup>a</sup></u>
1855	Raymond	M <sub>L</sub> 6.0
1857	Fort Tejon (San Andreas)	M7.9
1893	Santa Susana/Simi	M <sub>L</sub> 5.5
1920	Newport-Inglewood	M <sub>L</sub> 5.0 to 5.5
1925	Santa Barbara (Oak Ridge)	M6.8
1933	Long Beach (Newport-Inglewood)	M6.2
1941	Torrance-Gardena (Newport-Inglewood)	M <sub>L</sub> 4.9
1941	Santa Barbara	M6.0
1952	Kern County (White Wolf)	M7.5
1971	Sylmar (San Fernando)	M6.6
1987	Near Montebello (Whittier Narrows)	M5.9
1990	Upland (Cucamonga)	M5.5

a      M<sub>L</sub> = Richter's local magnitude; M = Moment magnitude. The moment magnitude is applied to events greater than magnitude 6 because where M<sub>L</sub> loses integrity, M accurately measures large earthquakes. Richter magnitudes are estimated prior to 1933 and are based on historical accounts.

Source:    Albee et al. 1969.  
              Los Angeles County General Plan Seismic Safety Element, 1975.  
              U.S. Geological Survey Professional Paper 1360, 1985.

**TABLE S-2**  
**PROBABLE MAGNITUDES FOR**  
**LOCAL FAULT ZONES NEAR THE PLANNING AREA**

<u>Fault/Fault System Name</u>	<u>Maximum Probable <sup>a</sup>Direction From Magnitude (M<sub>L</sub>)<sup>b</sup> Planning Area</u>
Big Pine	7.50 NW
Garlock	7.75 N
Malibu-Santa Monica-Raymond Hill	7.50 S
More Ranch	7.25 W
Newport-Inglewood	7.00 S
Oak Ridge	7.50 W
Pleito	7.00 N
San Andreas	8.25 N, E
San Cayetano	6.75 W
Santa Ynez	7.50 W
Simi-Santa Susana-Northridge-San Fernando-	
Sierra Madre-Cucamonga	6.50 S
White Wolf	7.75 N
Whittier-Elsinore	7.50 SE

a A maximum probable earthquake is the maximum earthquake that appears to be reasonably expected within a 100-year period.

b Richter's Local Magnitude.

Source: Roger W. Greensfelder. Maximum Credible Rock Accelerations from Earthquakes in California, CDMG, 1974. As quoted in Evaluating Earthquake Hazards in the Los Angeles Region, USGS Professional Paper 1360, 1985, p. 455.

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### *Safety Element*

near the source of the earthquake (epicenter) or in response to an earthquake of great magnitude. Strong ground shaking can damage large freeway overpasses and unreinforced masonry buildings. It can also trigger a variety of secondary hazards such as liquefaction, landslides, fire, and dam failure.

#### **Hillside Stability**

Landslides are often associated with earthquakes though there are other factors that may influence the occurrence of landslides. These factors include the slope, the moisture content of the soil, and the composition of the soils and subsurface geology. In addition to an earthquake, heavy rain or the improper grading of a construction site may trigger a landslide. Much of the land area within the City of Santa Clarita consists of mountainous or hilly terrain. As a result, there are a number of areas in portions of the City where landslides and/or unstable slopes are present (Exhibit S-3). According to the State Department of Mines and Geology (DMG), landslides represent a significant geologic constraint to development in portions of the Santa Clarita Valley. The DMG has compiled extensive data regarding potential landslide hazards in the Santa Clarita Valley based on soil types and underlying formations. These hillside areas are presently subject to a hillside management ordinance which requires certain performance criteria and standards to be met to minimize landslide and slippage hazards.

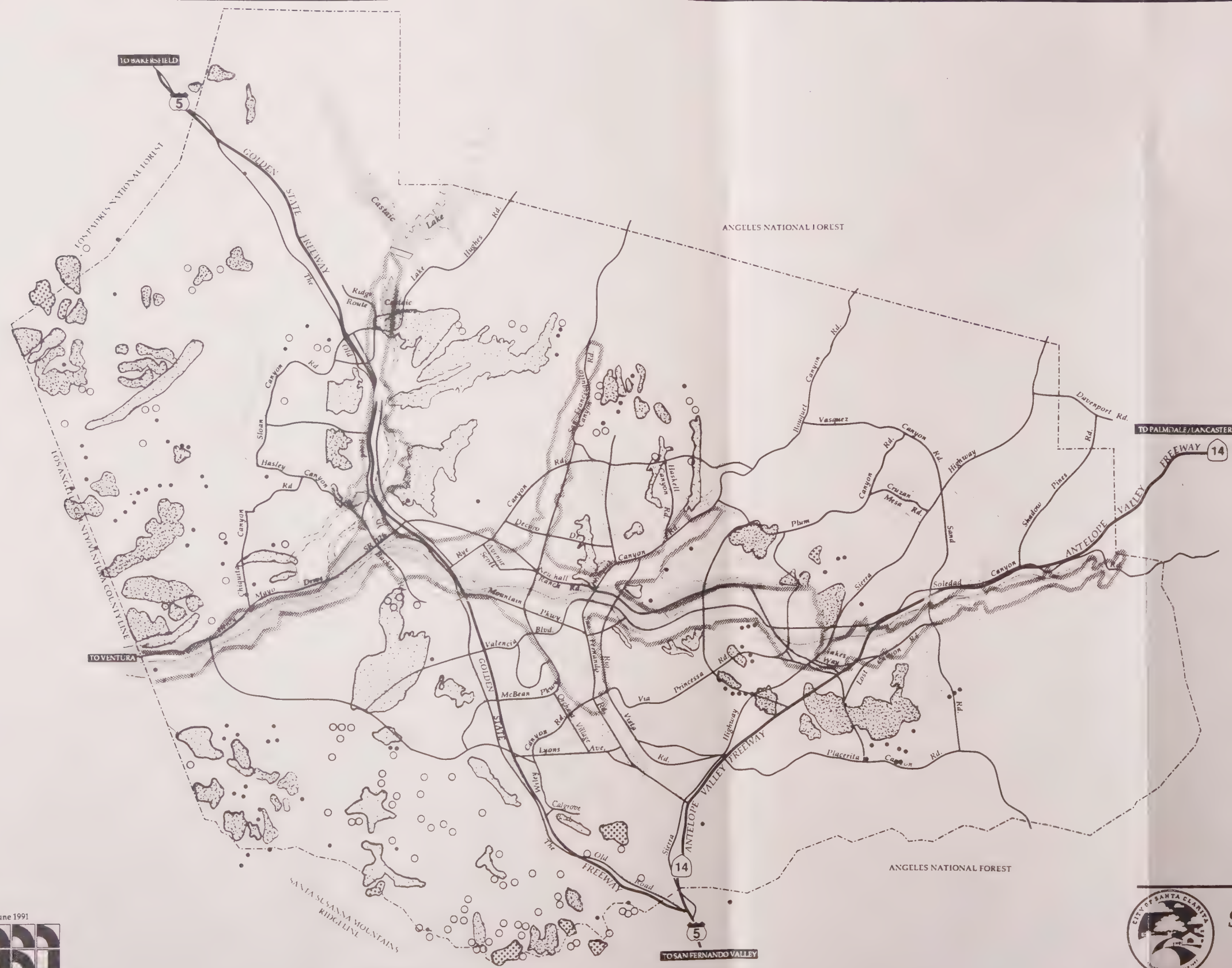
#### **Liquefaction/Subsidence**

Liquefaction refers to a phenomenon where the surface soils, generally alluvial soils, become saturated with water. Groundshaking packs the sand grains closer together so that there is less pore space available for the water. This increases the water pressure between the sand grains within the alluvium. These soils therefore, become very wet and mobile causing foundations of structures to move, leading to varying degrees of structural





Exhibit S-3  
 Landslides and Liquifaction



- Legend**
- Liquifaction
  - 5-100 acre Definite Landslide
  - 5-100 acre Probable Landslide
  - >100 acre Definite Landslide
  - >100 acre Probable Landslide
  - Shallow Surficial Landslides

Source: Leighton & Associates, 1990



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damage. Generally, this phenomenon occurs only below the water table; however, after liquefaction has developed, it can move upward. Liquefaction susceptibility decreases with depth of the water table, and the age, cementation, and compactness of the sediments. The San Andreas and San Gabriel faults are probable causative sources for strong ground movement and liquefaction in the planning area. Areas susceptible to liquefaction may occur within river channels and flood plain deposits. In the Valley, this would include the Santa Clara River Channel (Exhibit S-3).

Subsidence may also be a problem in certain areas. Subsidence can be a serious side effect of excessive ground water or petroleum withdrawal where the ground surface sinks. Important examples of subsidence are found in alluvial valleys filled to great depth with alluvial fan and lake-deposited sediments. For example in one locality in the San Joaquin Valley of California, the water table has been drawn down over 30 m (100 ft). The resulting ground subsidence has amounted to about 3 m (10 ft) over a 35-year period. Subsidence produces cracks in pavements and buildings and may dislocate wells, pipelines, and water drains.

### **Seiches**

A seiche is the creation of large waves on a lake or reservoir due to earthquake shaking. They can be triggered by long period ground motion from distant earthquakes, or from ground displacement beneath the body of water. In reservoirs, seiches can generate short-term flooding of downstream areas. In addition, earthquake-induced landsliding can cause seiche-like waves. A seiche may occur at Castaic or Bouquet Dams which could threaten the community of Santa Clarita.

## *Safety Element*

### **Structural Problems**

Seismic design codes have undergone substantial revision in past years, generally after existing standards were reviewed following a destructive earthquake. Earthquake safety standards for new construction became widely adopted in local building codes in Southern California following the 1933 Long Beach Earthquake. In 1959-60, the Structural Engineers Association of California established lateral force requirements for use in the Uniform Building Code (UBC). Various versions of these requirements were incorporated into the Earthquake Regulation and Resistant Seismic Design section of the UBC through 1974. The Applied Technology Council (ATC) began development of comprehensive seismic design standards, specifically involving lateral force requirements for adoption into the UBC between 1974 and 1978.

### **EARTHQUAKE PREPAREDNESS**

#### **Highways**

In the case of a catastrophic 8.3 magnitude earthquake along the San Andreas, the majority of Santa Clarita would experience an intensity of 7 to 9 on the Rossi-Forel scale (see Exhibit S-4). The Santa Clarita Valley would be cut off from the rest of Los Angeles Basin on the south and east, from the San Joaquin Valley on the north, and from the coast on the west. The junction of I-5 and SR-126, continuing eastward for 3 miles and 2 miles north and south, is expected to experience groundshaking at intensity IX. The Santa Clara River increases the intensity and the potential for liquefaction by virtue of a high groundwater table and due to alluvial deposits. Damage along I-5 to the north and south will be caused by numerous slides and settlement of large highway fills. SR-



# Earthquake Planning Scenario





### *Safety Element*

126 to Ventura will also experience ground failure. Both SR-126 and I-5, will be closed to all traffic for at least 72 hours. The Lake Hughes and San Fransiquito roads will also be closed for over 72 hours.

Access to and from the high desert area along State Route 14 will be difficult with the expected closure of the freeway at the Santa Clara River bridges. This segment of SR-14 will be closed for at least 72 hours. Bouquet Canyon Road will be closed for less than 12 hours due to possible damage to the Bouquet Canyon Dam, as well as experiencing rockfall and road damage. Passage to and from Los Angeles will also be difficult for 72 hours due to highway closures between I-210 and I-405 including the 5/210 and 5/405 interchanges.

### **Communications**

A San Andreas earthquake with a Richter magnitude of 8.3 will severely impact local communication systems. Telephone communications will be severely affected due to overloading effects from post earthquake calls within the area and from the outside. The post earthquake situation will be further complicated by physical damage to some of the equipment due to ground shaking and some loss of service due to loss of local electrical power.

### **Water Supply**

The major reservoirs (Bouquet Canyon and Castaic Dams) are situated so that delivery to the regional distribution systems would be impaired by damage to downstream transmission facilities and the reservoirs' intake and outake structure and control facilities.

### *Safety Element*

Water treatment facilities would experience a shut down if intensity levels surpassed 8 on the Rossi-Forel Scale. However, other factors influence their operations: ruptured pipelines and power plant shut down and the subsequent power loss from hydroelectric generators.

Any uses that may release materials and/or contaminants into the local and/or regional surface water and/or groundwater resources must be capable of preventing the release of such materials and/or contaminants in the event of a severe storm, earthquake or other such natural event. All man-made and engineered structures must demonstrate their ability to perform under a worst case scenario of any natural event (100 year storm and maximum probable earthquake and acceleration). No facilities and/or uses shall be permitted over or within 500 feet of any active or potentially active fault, blue line stream or water supply system (aqueduct, pipeline or reservoir).

### **Utilities**

The hydroelectric-power plants located on the California and Los Angeles Aqueducts in the area will be out of service for an extended period of time due to major damage to both of these aqueduct systems. Numerous damaged or collapsed towers are expected along major transmission routes. Moreover, the Saugus, Pardee, and Sylmar substations would shut down due to damage caused by liquefaction and intense groundshaking.

Fault rupture will sever the imported natural gas supplies from the San Joaquin Valley that cross the fault near Tejon Pass. These lines will be shut off automatically. Underground storage facilities within the area will provide gas for users in many parts during the post-earthquake period. More damage would occur to those pipelines crossing Castaic Creek and Santa Clara River.



### *Safety Element*

Imports of crude oil from the San Joaquin Valley will be disrupted in lines routed through Tejon Pass. Oil Spills and fires may occur along the rupture portions of the lines. The petroleum producing area paralleling the Santa Clara river between Newhall and Saugus may incur some damage which could have minor affect on the industry.

### **FLOODING HAZARDS**

Flooding in Santa Clarita could occur as a result of any of the following conditions: (1) heavy, prolonged rainfall; (2) the collapse or leakage of a nearby dam; (3) a smaller precipitation event in a degraded watershed or drainage system resulting from a recent fire or excessive grading; and (4) a sudden release of water caused by the rupture of the aqueduct. In the Santa Clarita Valley the primary flood hazard areas occur in and along natural drainage channels.

#### **Castaic Reservoir Inundation**

Castaic Reservoir inundation maps, prepared by the California Department of Water Resources, indicate areas of potential flooding of Castaic, Val Verde, and Valencia. Under such conditions the flow would rapidly travel southward, flooding Castaic and Valencia within 15 minutes. At the Castaic Junction, the flow would turn westward and augment the Santa Clara River waters. The flow would cease at the Magic Mountain Parkway.

#### **Bouquet Reservoir Inundation**

Bouquet Reservoir inundation maps provided by the Department of Water and Power depict the possible flood areas in Saugus and Valencia. In such a situation any structure situated north of McBean Parkway in the Bouquet Canyon area at an elevation under

### *Safety Element*

1,200 feet would be exposed to flood waters within 49 minutes. This includes Saugus School and Saugus High School and residential areas around King Crest and Alaminos Drive. After flooding down Bouquet Canyon, the flood waters would enter the Santa Clara River. The water level would rise and inundate Newhall Ranch Road and parts of I-5 south of Castaic Junction.

### **LANDSLIDE HAZARDS**

The Santa Clarita planning area consists of steep slopes and eroded hillsides of clays and shales. Shales are extremely susceptible to pervasive fracturing which weaken slopes. These slopes are apt to fail if disturbed by heavy rains or grading. Exhibit S-3 indicates potential landslide areas. Clays become slippery when wet and are likely to slide against underlying rock if water enters a slope. Moreover, clays are considered expansive soils. When saturated, expansive soils lose all cohesiveness and fail. Damage from expansive soils can be hastened by landscape irrigation or long-term rainfall. Landslides caused by heavy rains and irrigation pose a danger to development on hillsides. The National Flood Insurance Program defines rain-induced failures along a continuum, beginning with clear water and mud floods and progressing into mud flows and debris flows.

### **FIRE HAZARDS**

#### **Wildland Fires**

The Santa Clarita planning area is susceptible to a range of fire hazards from wildfires to urban fires. The primary wildfire hazard areas in Santa Clarita Valley occur in the hillside areas. The wildfire hazard is exacerbated by seasonally high winds occurring during the Santa Ana condition. In the planning area, native vegetation such as chaparral and sage provide highly flammable fuel that allows fire to spread easily. These plant

### *Safety Element*

species are capable of regeneration after a fire, making periodic wildfires a natural part of the ecology of these areas. Steep slopes bring the vegetation within easy reach of the flames and impede the access of firefighting equipment. Wildfires may be started by a variety of things: carelessly used matches, cigarettes discarded in the brush, the lack of spark arresters in off-road vehicles, and ricochets from target shooting. Exhibit S-5 identifies potential fire hazards at the interface of heavy brush areas and developments.

#### **Urban Fires**

Urban fires occur in built-up areas and destroy buildings and other structures. Residential fires are often caused by substandard wiring, faulty heating systems, smoking in bed, children playing with matches, and the improper use or storage of flammable liquids. Older buildings are considered more likely to have fires since they do not comply with the modern standards for fire safety construction. Commercial and industrial fires may also result from the improper storage of manufacturing chemicals or processes.

#### **HAZARDOUS MATERIALS**

Several state agencies monitor hazardous material users and producers in California. As with many cities there are a number of leaking tanks or hazardous sites in the Santa Clarita planning area many of which are associated with older gas stations.

The transport of hazardous materials and explosives through the Santa Clarita planning area is regulated by the State Department of Transportation. Interstate 5, SR-14, and SR-126 are open to vehicles carrying hazardous materials in the Santa Clarita planning area. The Southern Pacific Railroad also transports hazardous materials through the Santa Clarita Valley. The danger of hazardous material spills during transport exists and will increase as industrial development in the planning area increases. The Los Angeles





Exhibit S-5  
 Potential Wildland  
 Fire Hazard Areas

Legend



Santa Clarita General Plan  
 City of Santa Clarita





### *Safety Element*

County Fire Department is responsible for hazardous materials accidents. Fire stations serving the area are responsible for clean up and evacuation procedures.

There are seven potential hazardous material sites in the Santa Clarita Valley. This information was obtained from the EPA under the Freedom of Information Act. A number of sites were identified and ranked on the National Priorities List using the "Hazardous Ranking System". The sites described in the sections that follow received preliminary assessments in CERCLIS between 1986 and 1989. The status of these sites was originally identified as either "active" or "pending", according to guidelines used to implement the Superfund Amendments and Reauthorization Act. They have all been reassessed between 1986 and 1989.

**Keysor-Century** located at 26000 Springbrook Road is a Polyvinyl Chloride manufacturing plant. This site has been classified as a high priority site by the EPA. Vinyl resins, ethylene dichloride (EDC) and vinyl chloride monomer (VCM) are used and manufactured at the site.

**Flare**, the Northern Division of the United States Flare Corporation, was located at 19701 W. Goodvale Road from 1933 until 1958, where pyrotechnic devices and other explosive devices were manufactured at the site. This site has been classified as a medium priority site by the EPA and has since been graded and is currently being developed for housing. When the property was sold it was declared that all contaminants had been removed. However, no official documentation of the site exists.

**Thatcher Glass Manufacturing Company** is located at 25655 Springbrook Road and was a medium priority site in the planning area from 1958 until 1985. During its years of operation the company experienced several hazardous waste problems such as discharge of hazardous cooling water and illegal discharge of industrial waste.

### *Safety Element*

**American Pacific International**, the 30-acre Towsley Oil Field in Towsley Canyon, has been classified by the EPA as a low priority site. The field was abandoned in the late 1970s and several wells were improper, and along with natural seeps in the area, these wells drained into Towsley Creek. In 1972 three earthen dikes were constructed to contain the run-off but these were improperly maintained. During a 1981 site inspection, the surface impoundments were no longer visible, and wells and seeps were still discharging crude oil into the creek. While the oil field has a history of chronic oil pollution, the hazard potential appears to be negligible. In 1981, the EPA recommended that they should no longer assume an active role in the investigation, however, the Los Angeles County Engineers office should continue monitoring the new owner's activities to insure discharge requirements are met when the site re-opens.

**HASA Chemicals Inc.** is located at 23119 Drayton Street and classified as a low priority site. Its original location at 25950 N. Springbrook Street was near the present Keyser Century facility where it operated from 1964 until 1972. HASA manufactures, packages, and distributes swimming pool chemicals. The only product manufactured on-site is sodium hypochlorite. The company has a history of poor housekeeping practices both on-site and off-site. On-site problems include uncontrolled spills of rinse water contaminated with residual chemicals from bottle rinsing, small discharges of chemicals from broken railroad tank car connections, leakage from holding tanks, and discharges to cesspool or septic tanks. Off-site problems include, spills occurring in transit, illegal dumping of brine in a Los Angeles sewer manhole, and chlorine gas releases.

**Parker Aircraft**, now abandoned, was located at 25977-A Sand Canyon Road and is classified as a low priority site. Parker Aircraft operated at the site between only 1967 and 1969. An automotive products division of Allied Chemical occupied the site between 1970 and 1977 or 78. The current occupant of site, Inflation Systems International, has been operating at the site since 1978. Parker Aircraft was involved in testing various



### *Safety Element*

types of fuels. The facility is currently used to test air bags for cars. EPA has determined that, based on available information, the abandoned facility presents a low potential hazard and no further EPA action on the site was necessary.

**Gruber Systems, Inc.** is a fiberglass molds manufacturer located at 25636 Avenue Stanford. The facility is a low priority site. The raw materials used include fiberglass, polyester resins, wood, and steel. No evidence of spills was detected, and no recommendations for action are necessary.

In addition, the County of Los Angeles Department of Public Works has identified seven other potential hazardous sites. These sites do not appear on the EPA National Priorities List; however, significant potential for hazards exists.

**Whittaker Corporation**, a manufacturer of Bermite powder, is located at 22116 Soledad Canyon Road. The site of a former explosives and flare manufacturer, the Whittaker Corporation is now undergoing closure. There is known groundwater contamination on site and some areas were used for disposal of flare manufacturing wastes.

**Newhall Refining Company**, located at 22674 North Clampitt Road, is a former oil refinery which is now undergoing closure. Residual hydrocarbon waste may exist onsite.

**JMT Oil Company**, at the Placerita Oilfield, formerly operated a Class 5 injection well for disposal of refinery wastewater. The well (Thompson # 5) was suspected to have accepted hazardous waste. It is now capped, but still exists.

**HR Textron, Inc.**, located at 25733 Rye Canyon Road, has groundwater contamination from a former solvent tank leak.

### *Safety Element*

**Glass Seal Corporation**, located at 21516 Golden Triangle Road, has groundwater contamination from a former solvent tank leak.

**Natural Technical Systems** tests equipment and explosive devices at 20988 West Golden Triangle Road. There is evidence of soil contamination and damage from illegal discharge to watercourses. The site is currently undergoing cleanup.

**Boskovich Farms** is the location of former settling ponds from a vegetable washing operation at 27700 Avenue Scott. Recent tests show pesticide contamination in the soils.

### **HAZARDOUS WASTE**

According to the Los Angeles County Department of Public Works, the County generates more hazardous waste than any other county in the State. Some of this waste is shipped untreated to distant disposal facilities in other countries and states. With continued Federal and State restrictions/regulations on waste management facilities, the county will not be able to continue to rely on distant disposal as its principal waste management method.

The Los Angeles County recently completed a Hazardous Waste Management Plan describing and defining existing conditions, future conditions, needed off-site management facilities and recommended action programs on a county-wide basis. Program goals and objectives are presented together with policy statements to provide guidance and means for implementing the Plan.

The County Hazardous Waste Management Plan also establishes siting criteria for development of needed off-site hazardous waste management facilities and designates general geographic areas within the cities and County unincorporated areas where the

### *Safety Element*

siting criteria might be met. However, the County Hazardous Waste Management Plan does not designate specific sites for facility locations since any future proponent of off-site hazardous waste management facility must show a proposed project to be consistent with the plan. In addition, each off-site hazardous waste management project must undergo a rigorous site-specific assessment and permitting process at local, State and Federal levels, including addressing all environmental concerns as mandated by the California Environmental Quality Act.

Specific setting standards for hazardous waste sites have been in the locating of new facilities. The following objectives must be considered when siting a hazardous waste management facility:

- Protect the residents
- Ensure the structural stability and safety of the facility
- Protect surface water
- Protect groundwater
- Protect air quality
- Protect environmentally sensitive areas
- Ensure safe transportation of hazardous waste
- Protect the social and economic development goals of the community

### **TRANSMISSION LINES**

#### **Electrical Transmission Lines**

The Santa Clarita Planning area is traversed by numerous electrical transmission lines which generate electromagnetic fields (EMF). Numerous epidemiological studies on the health effects of EMFs have been conducted, however, the validity of the experiments has

### *Safety Element*

been widely debated. Investigations of proximity, intensity, direction of the field, and duration of exposure to EMF sources have produced conflicting results in identifying which component is biologically important in increasing risk factors.

The California Public Utilities Commission (CPUC) published a report, "Potential Health Effects of Electric Magnetic Fields from Electric Power Facilities" (September, 1988), recommending that public utilities not regulate transmission lines and other sources of EMFS due to the inclusive nature of the studies.

Southern California Edison which maintains the transmission lines within the area has accepted the CPUC findings and has no standards for community health and safety in regards to electric magnetic field exposure.

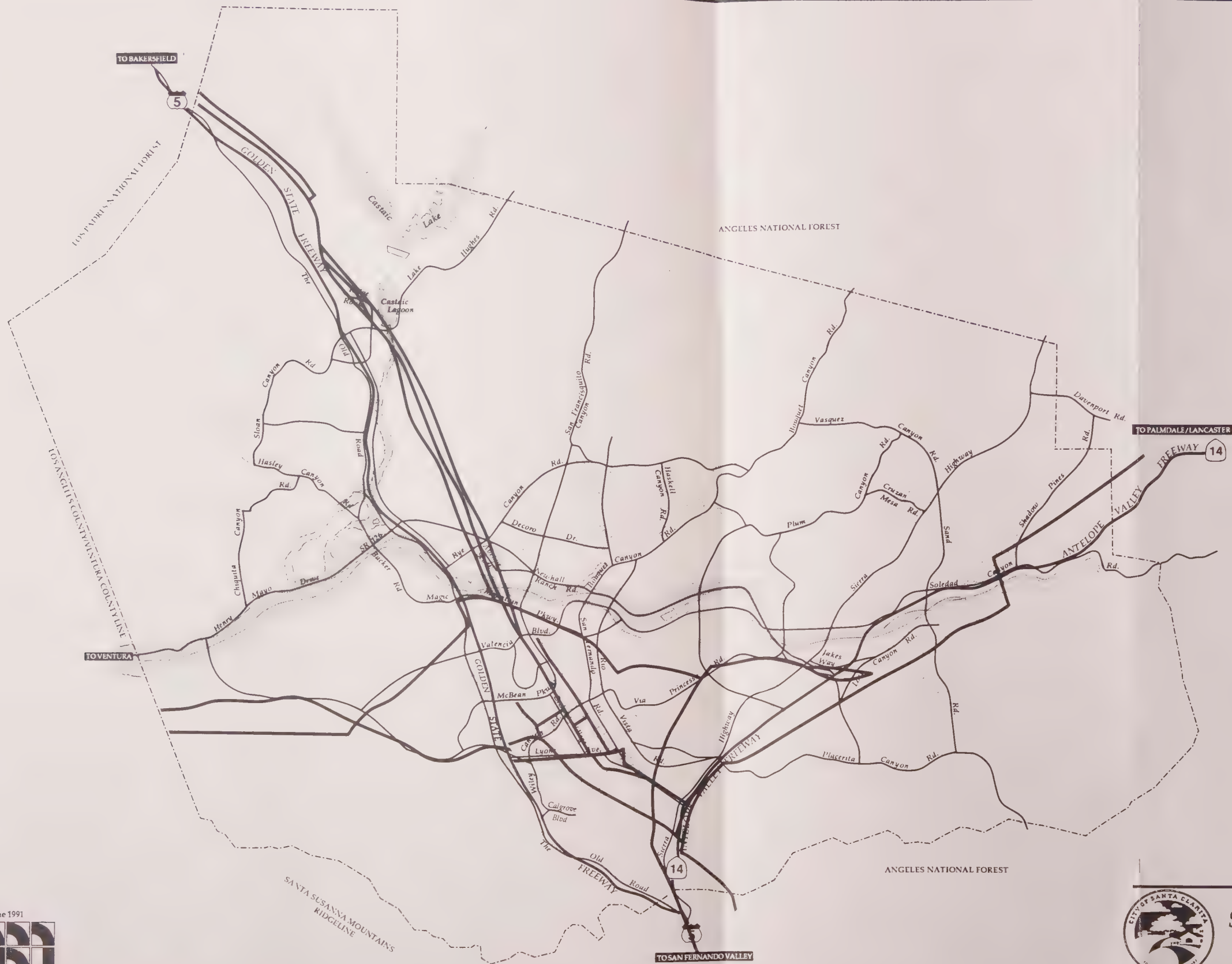
#### **Gas Transmission Lines**

The Southern California Gas Company operates numerous natural gas pipelines in the planning area. The location of these facilities are shown in Exhibit S-6. Gas service lines in the Santa Clarita Valley range in size from 2- to 34-inch mains. Most of the gas lines operate at a medium pressure of approximately 30 to 60 pounds per square inch (psi).

In the eastern part of the planning area, a 30-inch gas line runs along the Santa Clara River. In the western portion of the Valley a 34-inch and a 22-inch main cross the river. Where the lines come in contact with the Santa Clara River, these three gas lines may rupture during a large earthquake. In such a situation, the risk of localized fires increases.



Natural Gas Transmission  
Pipeline Locations



Source:  
Southern California  
Gas Company



Santa Clarita General Plan  
City of Santa Clarita



## **CRIME**

The Santa Clarita Sheriff's station has a jurisdiction of 656 square miles within the Santa Clarita Valley and is divided into 59 reporting districts. The City lies within seven statistical reporting districts. Table S-3 indicates the number of Part I offenses (homicide, rape, robbery, aggravated assault, burglary, larceny theft, grand theft auto, arson) by categories in the Valley recorded between 1981 and 1989.

## **RISK ASSESSMENT**

There are acceptable and unacceptable risks that face the residents of the Santa Clarita Valley. Acceptable and avoidable risks generally require little or no participation on the part of the government. The Safety Element focuses on unacceptable levels of risk that can be identified and addressed by the government. Goals and policies established by the government will require action to protect life and property from those hazards with unacceptable levels of risk.

Table S-4 summarizes the risks associated with various natural and man-made disasters that could affect residents in the Santa Clarita planning area. The risk assessment matrix measures the potential for occurrence, its scope, and the appropriate emergency response level of the event. The disaster event is measured on a risk scale containing three levels for each category that are used to determine the probability of occurrence, the extent and magnitude, and the governmental body accountable for emergency response. The scope

TABLE S-3

**PART I OFFENSES  
1981 to 1989**

<u>Year</u>	<u>Population</u>	<u>Percent<sup>a</sup> Change</u>	<u>Part I Offenses</u>	<u>Crime Rate/ 10,000</u>	<u>Percent Change</u>
1981-82	79,355		3,710	467.52	--
1982-83	81,154	+2	3,456	425.86	-9
1983-84	92,331	+14	3,218	348.53	-18
1984-85	97,281	+5	3,482	357.93	+8
1985-86	107,657	+11	3,668	342.31	-5
1986-87	120,000	+12	3,844	317.91	-7
1987-88	133,600	--	3,806	307.61	-3
1988-89	147,228	--	4,180	296.01	-4

a Percent change in population

Source: Los Angeles County Sheriff's Department 1981-89.

of risk refers to the geographic area that could be affected by the hazard. The scope of risk includes the local, Citywide, or regional level.

- Local is the affected geographic area that would be directly affected and would be localized or site specific.
- Citywide is the affected area that includes a significant portion or all of the City.
- Regional is the affected area that includes the entire City of Santa Clarita and the planning area. Potential of occurrence is assessed according to three levels of risk: low, medium, and high.



## Safety Element

**TABLE S-4  
RISK ASSESSMENT MATRIX**

<u>Hazard</u>	<u>Potential of Occurrence</u>	<u>Scope of Risk</u>	<u>Emergency Response</u>
Earthquake			
Surface rupture	Low	--	--
Liquefaction	Medium-High	Local	Level I, Level II, Level III
Groundshaking	High	Citywide/Regional	Level I, Level II, Level III
Slope Failure	Low-Medium	Local	Level I, Level II
Tsunami	Low	Local	Level I, Level II
Dam failure	Low	Local/Citywide	Level I, Level II
Landslide	Low-Medium	Local	Level I, Level II
Flooding			
Local ponding	Low	Local	Level I
100-year flood	Medium	Citywide/Regional	Level I, Level II, Level III
Fire			
Industrial	Medium	Local	Level I, Level II
Chemical	Medium	Local	Level I, Level II
Gas main	Medium	Local	Level I, Level II
Subsurface	None	--	--
High-rise	Low	Local	Level I
Wildland	High	Citywide/Regional	Level I, Level II
Chemical Contamination			
Road Spill	High	Local	Level I, Level II
Airborne	Medium	Local	Level I, Level II
Subsurface	Medium	Local	Level I, Level II
Radiological	Medium	Local	Level I, Level II
Pollution Episode <sup>a</sup>	Low	Regional	Level I, Level II, Level III
Major Accident			
Industrial	Medium	Local	Level I
Major road	Medium	Local	Level I, Level II
Aircraft	Medium	Local	Level I, Level II
Railway	Low	Local	Level I, Level II
Water Shortage <sup>b</sup>	High	Citywide/Regional	Level I, Level II, Level III

<sup>a</sup> A pollution episode is defined as severe air pollution causing injury or death.

<sup>b</sup> Water shortage is defined as a severe drought.

Source: Michael Brandman Associates 1989

### *Safety Element*

- Low risk is the level at which no specific action is deemed necessary.
- Medium risk is the level above which specific action is required to protect life and property.
- High risk levels indicate that the occurrence of a particular emergency is highly probable or inevitable, and will require specific action to protect life and property.

Emergency response is assessed according to the criteria established by the State Office of Emergency Services (OES). The different levels of emergency response are based on the severity of the situation and the availability of local resources responding to that emergency. The three levels are as follows:

- Level I. Relates to a minor to moderate incident where local resources are adequate in dealing with the current emergency.
- Level II. Relates to a moderate to severe emergency where local resources are not adequate in dealing with the emergency and mutual assistance would be required on a regional or statewide basis.
- Level III. Relates to a major disaster where local resources are overwhelmed by the magnitude of the disaster and state and federal assistance are required.

### **PUBLIC SAFETY SERVICES**

The Public Safety Services available in Santa Clarita are addressed in the Public Services, Facilities, and Utilities Element.

## *Safety Element*

### **Emergency Response**

An emergency preparedness coordinator was hired by the City in December 1989. The coordinator's main task is to develop an emergency response plan for submittal to the State Office of Emergency Services (OES). This "Multi-Hazard Functional Plan" addresses the City's preparedness, response, recovery, and mitigation in the event of a major disaster. Such disasters include a major earthquake, hazardous materials incident, flooding, dam failure, national security emergency, transportation incident, and major fires in either the wildland or urban areas. The City's plan must be consistent with the Los Angeles County Disaster Plan.

Besides developing the City's Multi-Hazard Functional Plan, the emergency preparedness coordinator is also responsible for coordinating federal, state and local agencies in response and recovery, education and training in the City, and arranging for the City's emergency operating center.

As of May 1990, the City houses the interim emergency operating center in the Council Chambers on Valencia Boulevard. The coordinator is working with the College of the Canyons to arrange for more space until a permanent city hall is built in the near future.

### **GOALS AND POLICIES**

The five goals and accompanying policies for the Safety Element of the General Plan are an outgrowth of the information contained in the background section of the element. The goals and policies work in conjunction with each of the other elements of the General Plan and in many cases complement and assist other elements.

## *Safety Element*

### **Development in Areas Subject to Risk From Natural Hazards**

**GOAL 1:** To minimize damage and hazards resulting from seismic activity, unstable soils, flooding conditions, and other geologic hazards.

- Policies:**
- 1.1 Ensure that all new development has an adequate water supply, road widths, and reasonable secondary emergency access to minimize health and safety risks.
  - 1.2 Prepare a comprehensive emergency preparedness plan consistent with General Plan policy and distribute a summary of the plan indicating evacuation routes and shelters to businesses, residences, and public facilities in the planning area.
  - 1.3 Require geotechnical studies for development proposals as appropriate.
  - 1.4 Work with the California Division of Mines and Geology to review development proposals located within or adjacent to the Alquist-Priolo Special Studies Zone, along the San Gabriel Fault, and other potentially active faults.
  - 1.5 Assist developers in obtaining necessary technical and policy information regarding seismic hazards and maintain a list of qualified geotechnical consultants.
  - 1.6 Review the use of seismic design criteria and standards for linear system facilities, including, transmission lines, water and sewage systems, and highways to ensure that they are adequate in protecting the public. Actual weaknesses or limitations within the system should also be determined and mitigated where feasible.
  - 1.7 Require that soils containing toxic or hazardous substances be cleaned up to the satisfaction of the agency having jurisdiction prior to development or redevelopment.
  - 1.8 Review development proposals located in or immediately adjacent to areas of soil instability, liquefaction areas, and steep slopes to determine if a significant constraint exists and to determine appropriate land use and structural design.



### *Safety Element*

- 1.9 Evaluate and review the potential for inundation from dam or levee failure from Castaic and Bouquet Reservoirs in the event of a major earthquake.
- 1.10 Promote open space and recreational uses in designated floodzones unless the hazard can be adequately mitigated.
- 1.11 Take an aggressive stance on clean-up efforts of known contaminated areas.
- 1.12 All structures should meet or exceed state required earthquake resistant design standards.
- 1.13 Develop hillside grading standards to minimize the hazards of erosion and slope failure.

### **Emergency Preparedness**

**GOAL 2:** To prepare the Santa Clarita planning area to be self sufficient in the event of a major emergency or earthquake.

- Policy:**
- 2.1 Develop an earthquake/emergency preparedness plan which includes, but is not limited to, the establishment of a volunteer pool to assist in responding to a maximum credible seismic event, and the provision of food and shelter to those in the valley (residents and non residents) during the emergency.
  - 2.2 Create a public awareness campaign for every Santa Clarita Valley family to have provisions for self sufficiency for a period of seventy two (72) hours available at all times.
  - 2.3 Develop a plan in cooperation with hospitals, schools, major businesses, utilities, the Red Cross, churches and other service providers to work together and train in preparation for a coordinated response during a major event.
  - 2.4 Work with the school districts to develop emergency evacuation plans when such schools are in a dam inundation area.

## *Safety Element*

- 2.5** Work with special use facilities, especially those containing non-drivers, such as hospitals, convalescent homes, retirement homes, schools and preschools, and other facilities to develop emergency evacuation plans when such facilities are in a dam inundation area.

### **Interagency Coordination**

**GOAL 3:** To coordinate the City of Santa Clarita Emergency Preparedness efforts with other agencies outside the Santa Clarita Valley.

**Policy:**     **3.1**     Coordinate inter-county training and emergency preparedness activities.

### **Fire Hazards**

**GOAL 4:** To minimize potential damage and hazards resulting from fire.

- Policies:**     **4.1**     Continue to implement an ordinance prohibiting nontreated woodshake and wood shingle roofs in all new construction and any replacement roofing.
- 4.2**     All new development must be served by a water system that meets the fire flow requirements established by the fire department.
- 4.3**     Require all public and private roadways to be constructed according to the minimum standards provided for in this General Plan to ensure that vehicular access for emergency vehicles can be maintained.
- 4.4**     Promote adequate fire protection service to ensure the maximum safety feasible throughout the valley and work to maintain a less than 6 minute response time in the urbanized portions of the planning area.
- 4.5**     Provide fire-resistant landscaped buffer zones between high risk fire hazard areas and urban development, and restrict access from development into the wilderness areas during periods of high fire risk.
- 4.6**     All new development proposals near the designated wildfire hazard zones should identify evacuation/emergency routes.

### *Safety Element*

- 4.7 Development in or adjacent to wilderness/chaparral areas should have a fuel modification zone to minimize the risk of wildfire as appropriate. Fuel modification areas should be encouraged in the forest areas when adjacent to residential development.
- 4.8 Encourage dual access, particularly in mountainous and high fire risk areas.
- 4.9 Promote the development of a coordinated regional fuel modification plan to minimize fire risks by conducting controlled burns in a manner consistent with preserving local wildlife.
- 4.10 Evaluate the need for fire-resistant landscape buffer zone for existing developments located in high risk fire hazard areas.
- 4.11 Prohibit new treated wood shakes and implement an ordinance requiring Class A roofs.

### **Hazardous Materials**

**GOAL 5:** To minimize levels of risk to people and property from hazardous waste.

- Policies:**
- 5.1 Work with the fire department and other responsible agencies in identifying those activities that store, transport, or manufacture hazardous materials or wastes within the planning area.
  - 5.2 Promote safe transport of hazardous materials along key transportation routes by establishing designated transportation routes along key arterials.
  - 5.3 Establish a program for reviewing procedures and closure or abatement plans for existing and future petroleum fields and hazardous waste facilities located throughout the valley.
  - 5.4 Restrict and prohibit land uses and activities that generate excessive amounts of hazardous materials or wastes that cannot be properly maintained or disposed.
  - 5.5 Monitor the safety issues related to the electromagnetic effects of high tension lines.

## *Safety Element*

### IMPLEMENTATION OF THE SAFETY ELEMENT

The City believes in and is committed to the implementation of this plan. Whereas the goals and policies of the plan establish the general framework for future growth and development, actual realization of the plan can only be accomplished through the specific implementing actions that the City subsequently undertakes.

The primary tools with which the City should undertake to implement the Safety Element of the plan include:

- Emergency preparedness and safety programs
- Floodzones and dam inundation policies and standards
- Wildland fire standards
- Toxic and hazardous waste clean-up programs
- Alquist-Priolo Special Studies Zone standards
- Grading and drainage standards

The City will prepare and adopt an implementation program which will be set forth in a separate document and will not be a part of the General Plan. The implementation program will set forth projects, programs, proposed ordinances, and guidelines for development and will include priorities and schedules for the consideration and adoption of these subsequent actions. The implementation program will be a dynamic document containing specific implementations which will be periodically reviewed and updated to reflect changing conditions, needs, and priorities.



# Environmental Impact Report

## *Chapter 5*



City of Santa Clarita



**FINAL ENVIRONMENTAL IMPACT REPORT  
FOR THE  
CITY OF SANTA CLARITA GENERAL PLAN  
STATE CLEARINGHOUSE NO. 90010683**

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June 1991





**SANTA CLARITA GENERAL PLAN EIR**

**A. INTRODUCTION**

**PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT**

The City of Santa Clarita incorporated on December 15, 1987. The Santa Clarita City Council has authorized the preparation of the general plan to conform to state law and provide a blueprint for the city's future. This environmental impact report (EIR) analyzes the potential significant environmental effects that may occur as a result of implementation of the City of Santa Clarita General Plan.

Preparation of this EIR is in accord with the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code, Section 21000 et. seq.) and the CEQA law and guidelines, as amended. The determination that the City of Santa Clarita is the Lead Agency was made in accord with Section 21067 of CEQA guidelines.

An effort has been made to contact all affected agencies, organizations, and persons during the preparation of the general plan, supporting background reports, and EIR. Relevant reports and other reference materials from which data or conclusions have been drawn are listed in Section M, References. Persons and agencies responding to the notice of EIR preparation (NOP) are listed in Appendix B. Written comments on the draft EIR are responded to in Section K, Response to Comments on the Draft EIR, and are included in full in Appendix C.

The following section outlines how the General Plan addresses the required issues for EIRs as defined in Article 9 of the CEQA Guidelines.

## **USES OF THE EIR**

This EIR will be used by the City of Santa Clarita to evaluate the impacts of the adoption and implementation of the general plan. The EIR may be used for the following discretionary actions:

1. **General Plan Adoption.** The Planning Commission and the City Council will hold public hearings and will review the plan prior to adoption.
2. **Subsequent Environmental Review.** The EIR may serve as the information base for subsequent environmental review of specific projects such as implementing ordinances. Individual projects should have the appropriate review and analysis as required by CEQA.

## **FOCUS OF THE EIR**

The CEQA law and guidelines recognize the difficulty in the application of the CEQA law and guidelines to local general plans. Section 15176 of the CEQA guidelines states:

"An EIR on a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with a greater degree of accuracy."

The EIR prepared for the General Plan focuses on the secondary effects that may be expected with the adoption and implementation of the General Plan, especially the land use element. The anticipated impacts of General Plan implementation relate to potential changes in the following issue areas:

- Earth (topography, seismic, soils, geological hazards)
- Air Quality
- Water (groundwater and surface water resources, flooding, drainage)
- Plant Life

- Animal Life
- Natural Resources
- Cultural Resources
- Noise
- Light and Glare, Shade and Shadow
- Land Use
- Population
- Housing
- Transportation
- Risk of Upset
- Public Services
- Energy
- Utilities
- Human Health
- Recreation
- Aesthetics

## **DESCRIPTION OF THE PROJECT**

The proposed project is the adoption and implementation of the General Plan of the City of Santa Clarita. Santa Clarita consists of several communities in northern Los Angeles County that incorporated as a city in December 1987. This is the City's first General Plan. The Plan is comprised of 12 elements: the seven elements mandated by the state, Land Use; Housing; Circulation; Open Space and Conservation; Noise; and Safety, and six additional elements, including Community Design; Air Quality; Parks and Recreation; Human Resources; Economic Development and Community Revitalization; and Public Services, Facilities, and Utilities. The purpose of the general plan is to comply with current state law, to address major community issues and concerns, and to provide a blueprint for the city's future. The project location and characteristics are described in the Summary, the Land Use Element, and in the Final Background Report to the General Plan, which is incorporated herein by reference. The planning area's boundaries are illustrated in Exhibit L-1 in the General Plan.

## **DEGREE OF SPECIFICITY**

Section 15146(b) of the CEQA Guidelines states the following:

"An EIR on projects such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be expected to follow from the adoption, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow."

The analysis contained herein discusses the secondary effects of the plan implementation and does not attempt to discuss project-level impacts or mitigation measures.

## **EIR PROCESSING HISTORY**

This environmental impact report was prepared to analyze the environmental impacts associated with implementation of the proposed General Plan. The draft EIR was circulated for public review and comment from March 31, 1991, to May 13, 1991. Section K of this EIR responds to the comments received during the review period.

During the circulation of the General Plan and EIR, the Planning Commission made some minor amendments to the proposed land use map. These changes generally consist of intensification of land use in specific, limited areas. The amendments will result in less than significant impacts over the entire general plan area. However, some of the amended parcels are located adjacent to travel corridors identified in the Circulation Element and Transportation section of the EIR as operating at less than desirable levels of service. Every development proposed in the City must go through the CEQA compliance process. If significant traffic or other impacts are identified, the impacts must be mitigated or the project will be required to complete the EIR process. Detailed traffic studies will be required for projects proposed for areas with traffic "hot spots" on a case-by-case basis. Therefore, the amendments to the land use map were not found to result



in new significant environmental impacts. The policies and programs contained in the proposed General Plan and EIR will adequately mitigate any adverse impacts associated with the changes.

**B. SUMMARY**

**PROJECT LOCATION AND CHARACTERISTICS**

The City of Santa Clarita is located in North Los Angeles County, situated within the "V" formed by Interstate 5 and State Route 14. The City is approximately 35 miles northwesterly of the City of Los Angeles Civic Center. Current municipal boundaries encompass approximately 40.3 square miles of land, primarily on the floor of the Santa Clarita Valley and the lower reaches of the surrounding canyons. The Santa Clarita Valley is separated from the San Fernando Valley by ridgelines of the San Gabriel and Santa Susana mountains. Ridgelines of the Sierra Pelona Mountains define the Valley's northern reach.

The Santa Clarita planning area encompasses several distinct communities both within the City limits and in the surrounding unincorporated areas. Communities within the City include Newhall, Valencia, Saugus, and Canyon County, with subcommunities of Sand Canyon and Placerita Canyon. The communities of Castaic and Val Verde are currently located within unincorporated portions of the planning area. The location of each community is indicated in the Land Use Element.

The Santa Clarita corporate boundaries represent 25,619 acres or 40.3 square miles (as of January 1990). Currently, 46.3 percent of the City's total land area is undeveloped. Single-family residential land represents 31.8 percent, while industrial and commercial development account for 4.6 percent and 3 percent, respectively. Other uses comprise 8.1 percent. Unincorporated portions of the planning area encompass approximately 80,291 acres, or 125.45 square miles of land. Of this amount, 75.8 percent is currently

undeveloped. Residential development accounts for 12 percent of unincorporated land, oil fields account for 5 percent, industrial activities for 1 percent, commercial activities for 1.3 percent, and the remaining 4.9 percent is comprised of other uses.

In 1990, the City of Santa Clarita was the seventh largest city (in terms of population) in Los Angeles County with a population of 121,163. Santa Clarita's population growth between 1980 and 1990 was exceeded only by the cities of Palmdale, Los Angeles, and Long Beach. The estimated 1989 population of the planning area (including Agua Dulce) was 151,800.

The proposed project is the adoption and implementation of the General Plan of the City of Santa Clarita. The City was incorporated December 15, 1987 and the proposed project is the City's first General Plan. The purpose of the general plan is to comply with current state law, to address major community issues and concerns, and to provide a blueprint for the City's future. Land use in the area is currently governed by several other regional plans. The County of Los Angeles General Plan for the valley, known as the Santa Clarita Valley Areawide General Plan, was adopted by the Los Angeles County Board of Supervisors on February 16, 1984. The plan addresses each existing community and proposes land uses and development densities and standards for each community. In January 1990, the County began considering amendments to the Areawide General Plan to allow new development. Several specific plans for new development in the Santa Clarita Valley are also under consideration. Other regional plans that help determine land use patterns in the planning area are the Southern California Association of Governments Regional Mobility Plan and the South Coast Air Quality Management District's Air Quality Management Plan.

## **ENVIRONMENTAL IMPACTS**

The Santa Clarita General Plan EIR addresses the impacts associated with the long-term implementation of the land use policy. Due to the general nature of the project,

environmental impacts can be assessed only in general terms. Projects permitted under or facilitated by the General Plan may require subsequent environmental review.

### **Potentially Significant Impacts**

The implementation of the land use changes allowed under the Santa Clarita General Plan will result in potentially significant impacts to all issue areas discussed in the EIR. Adverse impacts are anticipated in the areas of: earth and soils; air quality; water quality, supply, and drainage; plant life; animal life; natural resources; cultural resources; noise; light and glare/shade and shadow; land use; population; housing; transportation; risk of upset; public services; energy; utilities; human health; recreation; and aesthetics. However, the full implementation of the policies and programs contained in the General Plan would mitigate the significant impacts of anticipated development. Many of these impacts would be mitigated to less than significant levels. Impacts in the following areas, however, cannot be fully mitigated by the policies and programs contained in the Plan.

#### **Transportation**

The City of Santa Clarita is a receptor of regional traffic in addition to traffic generated within the city. The additional growth allowed under the General Plan will significantly increase the number of cars on Santa Clarita roads. Roadway improvements recommended in the plan require funding, the acquisition of right-of-way, and lengthy construction periods. Additional mitigation measures to reduce transportation impacts include the use of Transportation Demand Management strategies, such as vanpools, carpools, public transportation, modified employment hours, and telecommuting, to make better use of the existing roadway capacity. Additional mitigations will be provided in the circulation plan's implementation program. Although the roadway improvements recommended in the plan will provide overall acceptable levels of service, there will be a delay between the time improvements are needed and can be provided.



## **Public Services**

A few of the local public services do not adequately serve the existing population. For example, each of the local school districts is over capacity, several roadways are impacted, and parks are limited. New development authorized under the proposed General Plan will further impacts these areas. Full implementation of the policies contained in the General Plan (listed in Section C-14) will mitigate the impacts to some degree, but there will be a time lag between the anticipated growth and the completion of facilities to mitigate adverse impacts.

## **Air Quality**

The Santa Clarita planning area is located the South Coast Air Basin, a region which does not meet state and federal air quality standards for ozone and other criteria pollutants. The growth anticipated in the General Plan will contribute more air pollutants to the basin, causing significant impacts to air quality. Several measures contained in the Air Quality Element (noted in Section C-2) will reduce the emissions normally expected from building and other activities, but these emissions cannot be mitigated entirely. Air pollutants from the Santa Clarita planning area will incrementally contribute to the existing non-attainment conditions in the South Coast Air Basin.

## **Land Use**

The residential, commercial, and industrial growth anticipated under the proposed General Plan will convert many undeveloped portions of the planning area to some form of development. Previous commitments between developers and the County of Los Angeles have reduced the city's power to contain development within certain areas of the city. The policies of the Land Use Element (listed in Section C-10) will reduce potential conflicts between incompatible uses, but they cannot eliminate building in some sensitive areas, such as open space and wildlife habitat areas.



**Effects Found Not To Be Significant**

The Initial Study for the Santa Clarita General Plan examined all environmental issue areas listed in the CEQA guidelines sample Initial Study Checklist. Because of the amount of growth allowed under the proposed plan, the Initial Study (contained in Appendix A to this EIR) found potentially significant impacts associated with each of these issue areas. Therefore, the EIR for the General Plan has analyzed all impact areas.

**AREAS OF PUBLIC CONCERN OR KNOWN CONTROVERSY**

During the General Plan preparation process, study sessions open to the public were held to inform residents of the proposed land use policy. In addition, meetings held by the General Plan Advisory Committee, the council-appointed group responsible for preparing the proposed land use policy, were open to the public. Public concerns regarding traffic, circulation, the availability of infrastructure and public services, particularly schools, and the compatibility of land uses were expressed during this process.

**ALTERNATIVES TO THE PROPOSED GENERAL PLAN**

During the course of General Plan preparation, the City considered several land use alternatives for specific areas of the city. In addition, the merits of retaining the current land use plan were considered.

This EIR considers three alternatives to the proposed general plan. The no project alternative analyzes existing land use conditions as required by CEQA. An existing general plan alternative examines the continued use of the Los Angeles County Santa Clarita Valley Areawide General Plan rather than adopting a City general plan. The third alternative is the lower density alternative, which analyzes the environmental impacts of limiting housing and population growth to the low projections generated for the proposed plan.

**C. ENVIRONMENTAL ANALYSIS AND MITIGATION**

**1. EARTH**

**Environmental Setting**

The existing geologic conditions of the Santa Clarita Planning area are discussed in the Open Space and Conservation Element (topography and soils) and the Public Safety Element (seismic and geologic hazards) and their associated background reports.

**Impacts**

**Topography and Soils**

The General Plan illustrates the distribution of existing and planned land uses in the City. The construction of housing, roadways, commercial and other types of development could cause changes to the local topography. Some forms of development are expected to occur in ridgeline and canyon areas and adjacent to streams and the Santa Clara River. Construction will require excavation and grading activities which will not only change ground relief features, but will also result in compaction, displacements, and other disruptions of the soil. Specific development could cause localized wind or water erosion of the soils on or adjacent to the site. Development could also contribute to adverse impacts from additional runoff and permeability. Policies contained in the General Plan will determine the appropriate intensities of development for different parts of the planning area to avoid substantial topographical alteration. Individual projects will be reviewed for specific impacts and appropriate mitigations.

## **Seismic and Geologic Hazards**

The Santa Clarita planning area is subject to periods of violent shaking from earthquakes. The major cause of structural damage from earthquakes is groundshaking and liquefaction. Landslides have the greatest potential to do extensive damage and are more likely to occur on slopes and in canyon areas. Impacts of development will depend on the type of construction, proximity to faults, degree of slope, stability of geotechnic substructure, and soil type of specific project sites. Some damage can be expected from moderate to major seismic activity. The General Plan will require that all new construction conforms to accepted building codes and state-required earthquake regulations.

### **Mitigation Measures**

#### **Topography and Soils**

The policies of the Open Space and Conservation Element include several measures to protect major geological features in the Santa Clarita planning area. Assuming full implementation of these policies, the significant adverse impacts of development will be mitigated. These include:

- Policies 1.1 and 1.3 to utilize significant landforms as open space areas and incorporate clustered development to minimize disruption of these features.
- Policy 1.10 to implement grading standards to minimize adverse impacts to and foster replication of naturally recurring landforms.
- Policy 2.1 to adopt a ridgeline preservation ordinance that identifies primary and secondary ridgeline to be preserved as open space.
- Policy 2.2 to utilize a slope rating system to identify development suitability and establish guidelines for grading and development practices.

- Policy 2.4 to provide for scenic vista points and protect ridgelines with sensitive development techniques.
- Policy 4.13 to support the prohibition of off-road vehicles in restricted areas within the national forest, open space areas, and protected parklands.
- Policy 5.1 to integrate natural hazard areas, such as seismic fault zones and unstable soils, into the open space network.

### **Seismic and Geologic Hazards**

The Public Safety Element contains goals and policies directly involved with the protection of people and property from natural hazards such as earthquakes, landslides, and floods. These policies and implementation plans will act as mitigation measures for potential adverse effects from seismic and geologic hazards that could be experienced during development. The state requires that all new structures be built according to earthquake standards contained in the Uniform Building Code. The state also requires that each city inventory its existing unreinforced concrete buildings and develop mitigation programs to improve their structural safety.

Full implementation of the following policies from the Public Safety Element relating to seismic and geologic hazards further mitigate the impacts of development.

- Policy 1.2 to prepare a comprehensive emergency preparedness plan.
- Policy 1.3, to require geotechnical studies for development proposals, as appropriate.
- Policy 1.4, to work with the California Division of Mines and Geology to review development proposals located within or adjacent to the Alquist-Priolo Special Studies Zone, along the San Gabriel Fault, and other potentially active faults.



- Policy 1.5, to assist developers in obtaining technical and policy information regarding seismic hazards and maintain a list of qualified geotechnical consultants.
- Policy 1.6, to review the use of seismic design criteria and standards for transmission lines, water and sewage systems, and highways to ensure adequate public protection and determination and mitigate system weaknesses where feasible.
- Policy 1.8, to review development proposals located in or adjacent to areas of soil instability and steep slopes to determine appropriate intensification of development and necessary structural design.
- Policy 1.12, all structures should meet or exceed required earthquake resistant design standards.
- Policy 1.13, to develop hillside grading standards to minimize the hazards of erosion and slope failure.
- Policies 2.2 and 5.1 of the Open Space and Conservation Element, described under topography and soils, will also help mitigate seismic and geologic hazards.

## **2. AIR QUALITY**

### **Environmental Setting**

The Air Quality Element Background Report provides detailed information on the regional and local climate and provides existing air quality information. Santa Clarita, located within the South Coast Air Basin, and the South Coast Air Basin do not conform to State and Federal air quality standards for ozone and other criteria pollutants. The local AQMD monitoring station monitors ozone levels. Specifically, the Santa Clarita subregion currently exceeds the ozone state standard approximately one-third of the time.

## **Impacts**

### **Stationary Emissions**

The growth in population, employment, and manufacturing projected within the General Plan will result in increased air pollutant emissions beyond the existing conditions for which the South Coast Air Basin already does not currently meet Federal or State air pollution standards. Beyond those pollutants measured by SCAQMD, no other pollutant constituents are monitored within the planning area. Increased emissions from some land uses, particularly industrial areas, will contribute toxic air emissions.

### **Mobile Emissions**

The principal source of air pollutants within the planning area will be mobile emissions from vehicle operation. The growth anticipated under the General Plan will increase the number of cars and trucks on the roads and highways, increasing the total vehicle miles traveled and the amount of traffic congestion. Highly localized carbon monoxide concentrations can be expected at congested intersections, especially in winter. PM10 concentrations (fine particular matter) in the area are a result of both locally generated emissions and pollutants transported from elsewhere in the South Coast Air Basin. During high-growth periods, emissions from construction vehicles and equipment are expected to be higher than slower-growth periods and at project buildout. As developments and landscaping are completed, fugitive dust emissions from construction will decrease. The Santa Clarita Valley is currently a fast-growth area, and existing land use patterns promote long commutes between employment and residential opportunities. Therefore, construction and vehicle emissions are expected to be higher in the earlier years of plan implementation, and reduced as construction slows and employment and housing opportunities become balanced.

## **Mitigation Measures**

The policies of the Air Quality Element include several measures to protect and enhance ambient air quality and reduce emissions.

- Policy 9.1 will increase public awareness of air quality issues through the promotion of educational programs.

## **Stationary Emissions**

- Policies 1.1 and 1.2 will coordinate community planning with local, regional, state, and national efforts to implement clean air objectives.
- Policy 7.1 to encourage low-polluting building and construction methods and materials.
- Policies 8.1 through 8.3 will minimize energy consumption, thereby, minimizing stationary air emissions.
- Policies 14.1 and 15.1 to protect residents and other sensitive receptors from exposure to toxic and unsafe levels of criteria air pollutants.
- Policy 15.2 to insure that new occupants of existing commercial and industrial buildings are in compliance with applicable SCAQMD rules and regulations.

## **Mobile Emissions**

- Policies 1.1, 1.2, and 12.1 through 12.3, to encourage the regional coordination of air quality and transportation planning.
- Policies 2.1 through 2.5 provide specific transportation demand management techniques to reduce work and non-work vehicle trips.
- Policies 3.1 and 5.1 will maximize peak period travel efficiency by encouraging the diversion of commercial truck traffic to off-peak periods and by improving traffic flow.

- Policy 4.1 to promote local solutions to parking management.
- Policies 6.1, 10.1 and 10.2 promote land use criteria and design that minimize the dependance on private vehicles.
- Policies 11.1 and 11.2 to promote the use of alternative fuels for city and private vehicles.

In addition to the policies included in the Air Quality Element, the City of Santa Clarita should consider planning for mass transit corridors for future expansion of a regional rail transit network, subregional bicycle lane network, and facilities to promote telecommuting. The City should also implement flex-time schedules for City employees as required under Regulation 15 of the South Coast Air Quality Management District. Regulation XV also requires the adoption of an ordinance requiring transportation demand management programs for city offices and private businesses of a minimum size.

### **3. WATER**

#### **Environmental Setting**

The Open Space and Conservation Element and its associated background report contains information on water supplies in the Santa Clarita planning area. Primary water sources include the State Water Project, treated and distributed by the Castaic Lake Water Agency, and groundwater from the upper alluvial aquifer located below the city, pumped and distributed by local water retailers. Total dissolved solids in the groundwater are generally below acceptable levels, therefore, water supplies to urban areas are blended to ensure that drinking water standards are met.

Information on drainage and flooding is contained in the Public Safety Element and background report. Flooding in Santa Clarita could occur as a result of heavy, prolonged rainfall, the collapse or leakage of Lake Castaic and/or Bouquet Dam, heavy rain in a degraded watershed, a rupture of the California aqueduct, or a rupture in the City of Los



Angeles' Owens Valley pipeline. Primary flood hazard areas occur in and along natural drainage channels, including the basins of the Santa Clara River and its tributaries. Areas directly below Castaic Reservoir could be flooded within 15 minutes of dam failure. Landslides could also occur from saturated soils in areas with slopes that are weak or that have been disturbed by heavy grading.

## **Impacts**

### **Water Resources**

Nearly half of the 1989 domestic water consumption demand in the Santa Clarita Valley was met by local groundwater sources. The balance was imported from the State Water Project. Current groundwater usage is well below the annual safe yield of the two aquifers serving the area. The availability of groundwater, together with the availability of imported water, lessen the impact of development on water supplies. However, local and imported supplies are limited and city development will cause the local water demand to increase. The associated growth in the working and residential population could increase the amount of groundwater pumped and could potentially affect the direction or rate of flow of groundwater and reduce local supplies. Local wells could experience reductions in supply during summer months or long periods of drought. Changes in runoff and drainage caused by building on previously vacant sites will impact the city and planning area as the amount of impermeable surface will increase runoff. This additional runoff could change the amount of surface water in streams or other water bodies, in addition to affecting water quality. Building on previously vacant sites could also reduce the amount of groundwater recharge during periods of rain, reducing the safe yield and water quality of the aquifers.

According to a recent study by the County of Los Angeles Department of Regional Planning, the Castaic Lake Water Agency, which provides State Water Project water to the Santa Clarita Valley, will need to secure its full entitlement of Project water as well

as additional supplies to meet the Valley's projected water demand for 2010. Future additional sources may include water storage and banking, wastewater reclamation, and water purchased from other localities.

### **Drainage and Flooding**

The Santa Clara River and its tributaries and the areas directly below Castaic Lake form the major flood hazard zones in the Santa Clarita planning area. City development could cause changes in runoff and drainage and potentially affect the flow of floodwaters. In addition, the stormwater/urban drainage water quality permit issued by the state and the Environmental Protection Agency will impact drainage controls and offsite runoff of new development. Additional new development in the floodplains could expose additional persons and property to flood hazards.

### **Mitigation Measures**

#### **Water Resources**

The Open Space and Conservation Element of the General Plan contains many policies that, with full implementation, will mitigate the potential adverse impacts of general plan implementation on water resources. These include:

- Policy 1.7 to revegetate graded areas with drought-resistant plant species.
- Policy 1.9 to establish the Santa Clara River and its tributaries as a major centralized open space corridor (see also Policies 4.5, 5.1, and 7.7).
- Policy 5.5 to encourage the use of flood control structures which maximize groundwater recharge and the use of floodways as native habitat.
- Policy 5.6 promoting the design of slope drainage concepts that provide measures for groundwater recharge.

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- Policies 7.1 through 7.3 to cooperate with federal, state, and regional water resource planning programs and regulations to protect and preserve water quality and supply (see also Policy 7.10).
- Policy 7.4 which prohibits the flow of polluting chemicals or sediments into groundwater recharge areas.
- Policy 7.5 to identify and protect groundwater recharge areas.
- Policies 7.7 and 7.8 to utilize floodways for groundwater recharge or passive uses and to protect selected watersheds.
- Policy 7.9 to encourage local and regional wastewater recycling and thereby reduce the demand for fresh water supplies.
- Policy 7.11 which promotes water conservation through educational and other programs.
- Policy 7.12 to encourage the use of native and drought tolerant plant species for revegetation and landscaping.
- Policy 7.13 to protect groundwater quality through the establishment of a sanitary sewer system hook-up program required of all urban uses/densities.
- Policy 7.14 to monitor all industries whose operation or refuse is potentially contaminating to the water supply.
- Policy 7.15 which will establish and implement a citywide water conservation program.

Potential mitigations are also contained in Policy 1.2 of the Public Services, Facilities, and Utilities Element which calls for the city to work with service providers to determine standards for water supply and treatment. Policies 1.3 through 1.7 will help determine capacity and development restrictions and monitor water supply and infrastructure. Policy 1.8 promotes water conservation and reclamation to reduce water consumption in existing and future developments and minimize wastewater generation.

## **Drainage and Flooding**

Measures to mitigate the potential flood hazard and drainage impacts associated with general plan implementation are contained in several policies in the Open Space and Conservation and the Public Safety Elements. Full implementation of the following Open Space and Conservation policies, in addition to the policies noted under water resources above, will reduce these hazards.

- Policies 5.1 through 5.3 integrate floodways into open space networks, and prevent public exposure to flood hazards in recognized floodways unless sufficient mitigation is instituted.
- Policy 7.3 to support regulatory practices which prevent erosion and minimize pollutant content in surface runoff from urban development.

The policies from the Public Safety Element relating to flood and drainage impacts include the following:

- Policy 1.6, to review the use of seismic design criteria and standards for transmission lines, water and sewage systems and highways to ensure adequate public protection and determine and mitigate system weaknesses where feasible.
- Policy 1.9 to evaluate and review the potential for inundation from dam or levee failure from Castaic and Bouquet Reservoirs in the event of a major earthquake.
- Policy 1.10 which will promote open space and recreational uses in designated flood zones unless flood hazards can be adequately mitigated.



#### **4. PLANT LIFE**

##### **Environmental Setting**

The Santa Clarita planning area supports a variety of plant species, with seven major plant communities occurring in the area. Los Angeles County has designated five Significant Ecological Areas (SEAs) in the planning area, one of which (the Santa Clara River) occurs within city boundaries. The SEAs are ecologically fragile or important land and water resources that provide valuable plant and/or animal habitats. The Open Space and Conservation Element and background section provide detailed information on existing plant resources, SEAs, sensitive plant species found in the planning area, the regulatory framework for complying with federal, state, and local laws pertaining to biological resources, and a sensitivity matrix for these resources.

##### **Impacts**

City development as projected with the implementation of the proposed general plan will reduce the diversity and number of plant species found in the Santa Clarita planning area. Building that occurs in previously undeveloped areas will potentially reduce the size of native plant communities and could reduce the number of unique, rare, or endangered plant species. Non-native species introduced through ornamental landscaping or habitat disturbances could compete with native species or invade previously undisturbed habitats. Although the amount of farmland in the planning area is small, increased development could cause a decrease in the amount of agricultural land in active use.

##### **Mitigation Measures**

The Land Use Element of the general plan indicates that all SEAs within the planning area identified by Los Angeles County will be preserved. The city has also passed an oak

tree preservation ordinance to protect this resource. The plan will limit development in the Santa Clara River floodplain, potentially preserving several plant communities. The Open Space and Conservation Element contains a variety of policies relating to native plant life that could mitigate the impacts of development in the proposed general plan. These policies include:

- Policy 1.1 to utilize major environmental features within the planning area (such as significant vegetation and ecologically sensitive areas) as open space.
- Policy 1.5 to consolidate open space under a public trust to maintain viable natural ecosystems, and Policy 1.6 to provide for contiguous areas of open space.
- Policy 1.7 to revegetate graded areas with native, drought-resistant plant species and encourage the use of such plants in landscaping (see also Policy 7.12).
- Policy 3.1 which will incorporate standards for an Environmentally Sensitive Zone in the city's municipal zoning code.
- Policy 3.2 to encourage the preservation of oak woodlands, oak savannahs, and individually significant oak trees.
- Policy 3.3 will identify and protect areas of significant ecological value, including significant ecological habitats.
- Policy 3.5 to promote only compatible and, where appropriate, passive recreational uses in SEAs consistent with the specific needs and characteristics of each SEA as determined by field investigation.
- Policy 3.6 to promote programs to develop an understanding of and sensitivity to our biological environment.
- Policy 3.7 to promote the preservation of natural riparian habitat.
- Policy 5.5 encourages the use of floodways as native habitat.

Several policies contained in the Public Safety Element which limit development in areas sensitive to fire, flood, and other natural hazards will also help preserve areas of natural

vegetation in the planning area. The full implementation of these policies will reduce the impact of development on the planning area's plant resources.

## **5. ANIMAL LIFE**

### **Environmental Setting**

A variety of wildlife species inhabit the Santa Clarita planning area, including endangered species and a number of sensitive bird species and sensitive fish, reptile, and amphibian species. The planning area contains five areas designated by Los Angeles County as SEAS, one of which occurs within the city boundaries. These areas provide valuable plant and animal habitat for several species. The Open Space and Conservation Element and background section contain information on the potential locations of these species within the planning area.

### **Impacts**

Implementation of the proposed general plan could lead to substantial land use changes in the Santa Clarita planning area. New development and other changes in land use could result in a reduction in the number or diversity of animal species in the area. Development that occurs in previously undeveloped areas could potentially disturb the habitat of some animal species. In addition to potentially disturbing nesting and foraging sites, development could block migration paths. The quality of surface waters could be altered as well, which may impact sensitive fish and amphibian species.

### **Mitigation Measures**

One of the most important methods of reducing the impacts of development on animal life is the preservation and protection of significant open space and habitat areas. Several policies in the Open Space and Conservation Element encourage the preservation

or protection of these spaces by limiting the encroachment of human activities. Mitigation measures listed under plant life will also contribute to the protection of animal habitats. Full implementation of the following policies will lessen the impacts of land use changes on the planning area's animal life.

- Policy 1.6 to link buffer areas and provide for contiguous areas of open space.
- Policy 3.1 to incorporate standards for an Environmentally Sensitive Zone in the Zoning Ordinance.
- Policy 3.3 to identify and protect areas of significant ecological value, including significant ecological habitats.
- Policy 3.4 to consolidate open space areas that represent regionally significant wildlife corridors to promote continued wildlife productivity and diversity on a regional scale.
- Policy 3.6 to promote programs to develop an understanding of and sensitivity to the biological environment.
- Policy 5.5 to encourage the use of flood control structures which maximize groundwater recharge and the use of floodways as native habitat.
- Policy 7.7 to utilize floodways for the purpose of recreation, scenic relief, groundwater recharge, wildlife protection, and other compatible uses.

## **6. NATURAL RESOURCES**

### **Environmental Setting**

The Santa Clarita planning area is rich in mineral and construction aggregate resources. Oil-producing areas are found in several locations west of Interstate 5 and along State Route 14 in Newhall. Mining areas are generally located in the eastern and northeastern portions of the planning area. The Angeles National Forest borders the planning area on the north, east, and south, and the Santa Susana Mountains border the planning area



on the west. These open lands contain natural plant and animal communities important to the planning area. Water resources are discussed in Section 3 Water. The Open Space and Conservation Element and background section discuss natural resources in more detail.

### **Impacts**

The residential, commercial, and industrial growth anticipated with implementation of the Comprehensive General Plan will reduce the supply of natural resources. The construction of new buildings will require the use of construction aggregate found locally, as well as energy sources in the form of vehicle fuels, oil, and electricity. If development encroaches on mineral resource areas, the extraction of these resources could be incompatible with other urban land uses. Some mineral resources could become inaccessible if development is allowed in these sensitive areas.

### **Mitigation Measures**

A Mineral/Oil Conservation Area Overlay zone discussed in the Land Use Element is designed to protect oil producing fields and areas designated as significant mineral aggregate resource areas. In addition, several policies in the Land Use Element and the Open Space and Conservation Element could reduce the potential adverse impacts of city development on the area's natural resources. These include:

- Policy 1.3 to incorporate zoning standards to minimize disruption of natural resources.
- Policies 6.1 and 6.2 of the Open Space and Conservation Element, to use open space to buffer potentially valuable mineral resource and extraction areas from future residential and other sensitive land uses.
- Policy 6.3 to review mining operations on an ongoing basis to assure state of the art mitigation measures.

- Policy 6.4 which requires that mineral extraction operations provide and fund a plan to rehabilitate and reuse the extraction site once the resource minerals are exhausted.

## **7. CULTURAL RESOURCES**

### **Environmental Setting**

The existing cultural resources of the Santa Clarita Planning Area are discussed in the Open Space and Conservation Element and the background section.

### **Environmental Impacts**

The existence of 22 Tatavium Indian village sites in the Santa Clarita Valley indicates the likelihood of extensive archaeological resources throughout the planning area. The goals and policies of various elements such as, Land Use, Housing, and Transportation may result in adverse impacts to archaeological sites due to the area and extent of development allowed. The development allowed in these elements, which includes excavation and grading activities in previously undeveloped areas, may result in the disruption or destruction of prehistoric and historic resources unless adequate mitigation measures are required.

Additionally, the physical changes caused by development have the potential to affect ethnic cultural values if development encroaches on culturally important resources or sites. The historical and culturally significant resources which contribute to community identity and a sense of history require protection through mitigation.

### Mitigation Measures

Several policies in the Open Space and Conservation Element are included to ensure that development is conducted in a manner which will not have significant impacts on cultural and historic resources. These are as follows:

- Policy 10.1 to promote the preservation and rehabilitation of significant historic structures and architectural amenities through implementation of the Historic Preservation/Cultural Resources Ordinance.
- Policy 10.2 which considers relocation of valuable historic structures to Heritage Park whenever they are unavoidably endangered by incompatible development.
- Policy 10.3 to continue to support implementation programs established by the Santa Clarita Historical Society and others to identify and preserve historical sites.
- Policy 10.4 to establish development guidelines to identify and preserve significant archeological sites.
- Policy 10.5 to integrate historic sites with recreational and open space areas whenever possible.
- Policy 10.6 to incorporate historic sites into proposed development whenever possible in such a manner as to preserve the integrity of the site whenever possible.

The California State Assembly Bill AB 492 and the adoption of Appendix K in the CEQA Law and Guidelines provide direction with regard to mitigation, preservation, or salvage of significant archaeologic resources that are affected by development (OPR 1986). Mitigation measures identified in Appendix K are discussed in the background section of the Open Space and Conservation Element. This bill and appendix are appropriate for specific development projects.

## **8. NOISE**

### **Environmental Setting**

The Noise Element Background Section provides detailed information on the existing noise sources and noise levels within the planning area. It discusses the characteristics of sound and noise and the impacts of noise on the community. Several noise measurement locations exceed Leq noise levels of 65 dBA, a common threshold of significance for sensitive land uses such as residential development. Existing noise impacts are generated from automobiles on major arterial roadways and highways, from railroads and aircraft overflight and other sources. The existing noise environment is mapped on a noise contour map contained in the Noise Element of the General Plan.

### **Impacts**

The increase in urban development and associated traffic throughout most of the planning area will increase ambient noise levels. Short-term increases in local noise levels will result from construction and grading activities. Commercial and industrial districts of the planning area will experience elevated noise levels on a long-term basis. Residential areas adjacent to major highways, arterials, rail lines, and other noise generators may also experience some increase in noise levels. The anticipated future noise environment is illustrated on a noise contour map contained in the Noise Element of the General Plan.

### **Mitigation Measures**

The policies of the Noise Element include several measures to encourage proper land use and engineering design to minimize noise impacts within the planning area.



- Policy 1.1 will provide the City with a noise ordinance. This ordinance will provide noise thresholds for all land use designations, and should have a time-weighted penalty for evening and nighttime noise near sensitive uses. Specific design criteria for sensitive uses in high noise areas should be included in the ordinance. Limitation of construction activities to specific times of day, and days of the week will minimize short-term impacts.
- Policies 1.2 and 1.4 will consider noise impacts in land use decisions and monitor information regarding current and projected noise levels.
- Policies 2.1 through 2.8 will minimize the noise impacts from traffic on highways and local streets.
- Policies 3.1 through 4.3 will provide specific measures to reduce noise in residential, commercial and industrial areas.
- Suggested implementations for the Noise Element include incorporating noise control requirements in the zoning ordinance and other applicable ordinances; completing detailed noise studies for some development projects adjacent to identified noise sources; and developing standard noise attenuation guidelines for all Circulation Element roads.

## **9. LIGHT AND GLARE/SHADE AND SHADOW**

### **Environmental Setting**

The Community Design Element Background Section discusses the existing visual characteristics of the planning area. The report discusses the community entryways and surrounding National forests, and the community-specific existing development. The background section does not specifically address existing sources of light and glare, or the existing shade and shadow conditions of the planning area.

Sources of light and glare include street lights, athletic field lights, self-lit signage, and reflective surfaces. Glare is usually defined as excessive lighting during hours of darkness or extreme light reflection during daylight hours. Light/glare impacts come from

excessive artificial lighting at night from such areas as parking lots, athletic fields, commercial and industrial development, and illuminated signage.

Shade and shadow impacts come from natural topographic features, trees, and mid-rise structures.

### **Impacts**

New construction within some portions of the planning area will increase the intensity and area covered by urban development. Increased paving and reflective surfaces, particularly in large residential tracts, commercial strips, and office building centers will increase glare and shadow impacts. Shadows from existing hillside areas and ridgeline features will shade new development north of these features.

### **Mitigation Measures**

Mitigation measures that should be considered are a solar setback for residential development (state law requires that all subdivisions have solar access) to minimize shading of adjacent homes in planned unit developments, discouragement of glass sheathed buildings having rounded glass corners in office parks, the use of articulated pavement in crosswalks in core areas, and adequate landscaping along transit corridors, entryways, and in parking areas. A city ordinance regulating illuminated signage and other artificial light sources should also be considered.

## **10. LAND USE**

### **Environmental Setting**

Each of the communities in the Santa Clarita planning area developed relatively independently of one another and have different histories and characteristics. The

existing land use pattern in some areas such as Valencia has developed according to a master plan. Other communities in the planning area have developed as a series of independent, unrelated projects, but are generally similar in use and zoning characteristics. Development constraints, such as steep slopes, significant ridgelines, mineral resource areas, floodplains, oak trees, significant ecological areas, and others, exist in several portions of the planning area. The Land Use Element and background section discuss the existing land use patterns of the Santa Clarita area.

### **Impacts**

The General Plan designates land uses and building intensities through the Land Use Element. Future development could alter existing land use patterns in portions of the planning area. During transition periods, new land uses may be located adjacent to older, incompatible land uses. The goals, policies, and implementation programs of the Land Use Element are designed to minimize incompatibility of land uses, protect natural resources, and provide for a mix of housing and job opportunities for the planning area's residents and employees.

### **Mitigation Measures**

The policies of the Land Use Element, when implemented, are designed to reduce adverse land use impacts associated with the implementation of the General Plan. The policies include:

- Policies 1.1 through 1.16, which are designed to achieve a well-balanced, financially sound, and functional mix of residential, commercial, industrial, open space, recreational, and institutional land uses. Policies include encouraging a broad range of housing types, promoting service and neighborhood commercial activities, providing employment opportunities, providing for convenient and sensitive location of intrusive land uses, the development of adequate parklands and recreational opportunities, and the retention of open space areas.

- Policies 2.1 through 2.7 to achieve a balanced physical environment through sensible land use planning and urban design, while establishing the City's role as a regional center. Policies focus on the development of town centers, commercial cores, and industrial centers to provide for convenience and the grouping of like development that may disturb more sensitive land uses.
- Policies 3.1 through 3.18 to ensure that development in the City is consistent with the overall community character and contributes to a positive City image. These policies deal with a framework of greenbelts and trails throughout the city, encourage appropriate landscaping, and promote the use of attractive designs and building materials in new development.
- Policies 4.1 through 4.6 to encourage land use and urban design that is sensitive to the City's environmental setting and habitat areas. The policies require that development permitted on or near significant ridgelines and natural areas be sensitively designed, and promote the protection of sensitive plant species such as oak trees.
- Policies 5.1 through 5.5 to protect and enhance the integrity of existing residential neighborhoods. Policies promote the rehabilitation of existing housing in Newhall, the maintenance of existing single- and multi-family neighborhoods, and housing to accommodate low and moderate income families and senior citizens.
- Policies 6.1 through 6.7 to promote orderly development practices and the provision of private and public capital improvements and services to support existing and future development. Facility improvements should precede or be coordinated with future development, school adequacy should be considered when evaluating development proposals, and annexation activities should be coordinated with growth management strategies.

## **11. POPULATION/HOUSING**

### **Environmental Setting**

The existing population and housing figures and characteristics of the Santa Clarita Planning Area are discussed in the Housing Element and the background section.



## **Impacts**

The 1990 population for the City of Santa Clarita was estimated at 121,163 by the State Department of Finance (DOF). The General Plan buildout population has been estimated by multiplying the projected number of dwelling units at buildout by the existing average number of persons per household in Santa Clarita (3.08). Low, medium, and high estimates were calculated. The buildout population estimates derived from the dwelling unit projections are 228,274 (low), 256,944 (medium), and 521,977 (high). The high estimate is 128 percent of the low estimate, indicating the wide range of possible development patterns that could occur in the planning area. Actual buildout figures are likely to fall somewhere between the high and low estimates. The low buildout population estimate represents an increase of 88 percent over the existing population, the medium estimate represents a 112 percent increase, and a 330 percent increase would result from the high population projection. The buildout figures are expected to be realized in the next 20 to 40 years.

The dwelling unit and population increase will have a substantial impact on the City's and other government agencies' ability to provide public services, including schools, fire and police, roads, sewers, water, and other infrastructure needs. Several of these services, such as schools, libraries, and roads, cannot at present adequately serve the existing population. In most cases, the level of impacts from the anticipated population growth will be proportional to the level of population increase, i.e., the if actual buildout is similar to the high population projection, impacts will be greater than if buildout figures are closer to the low population projection.

The 1990 DOF estimate for housing units in the City of Santa Clarita was 39,820. The projected number of dwelling units at buildout include low, medium and high estimates for all residential units at various densities. The low estimate of 74,115, represents an increase of 86 percent over existing figures. The medium estimate projects a buildout total of 94,976 units, a 139 percent increase. A 326 percent increase would result from

the high estimate of 169,473 dwelling units at buildout. Due to the availability of undeveloped land and the relative affordability of housing units, the number of housing units in Santa Clarita increased dramatically in the 1970s and 1980s. The growth trend is expected to continue until "build-out" occurs. Population figures are tied directly to dwelling units; therefore increases in dwelling units will also result in a corresponding increase in population. Due to the relationship of housing and population, the increase in overall dwelling units (from 39,280 in 1990 to a low of 74,115 and an expected high of 169,473 units at buildout) will impact the ability of the City and other governmental agencies to provide an adequate level of services. As noted in the public services and utilities sections, some services are not adequate for the existing population. Residential growth will further impact these services.

Development may occur in concentrated areas or be spread throughout the planning area, depending upon service availability. Additionally, the increased development, population, and other aspects of increased urbanization will alter the character of the community and have an impact on the desire to retain a rural character in certain areas of the City.

Without adequate mitigation, adverse impacts on housing could include adjacent conflicting land uses, a narrow range of housing types, and a lack of affordable housing. Some of these impacts could be significant adverse impacts.

### Mitigation Measures

The Housing Element as dictated by state law contains a "goals and policies" component. The goals and policies were developed by city staff, GPAC, the General Plan consultant, and recommendations by the Building Industry Association. These goals and policies are included to ensure that growth occurs in a manner which will not have significant impacts on public services, infrastructure, and the character of the community. These are

guidelines set forth to promote the coordination and cooperation between various agencies in determining the direction of the growth.

Mitigation measures require adhering to the specific policies which fall under the housing goals. These policies include:

- Policies 1.1 through 1.6 to provide opportunities for the production of a range of new housing in the planning area to meet the needs of all income groups. Programs to implement these policies include flexible development standards, existing needs prioritization, specific plans and planned developments, manufactured housing, mixed-use developments, infill loan programs, specialty housing zones, infill transitional housing, and allowing for emergency housing with approved conditional use permits. Several of these are ongoing programs.
- Policies 2.1 through 2.3 to identify adequate housing sites which will be made available through appropriate zoning and development standards, and public services and utilities needed to facilitate residential development. Recommendations for implementing these policies include new and ongoing programs such as a land use database, the identification of publicly-owned land, periodic review of housing regulations, site acquisition for affordable housing, and considering the use of air rights of housing.
- Policies 3.1 through 3.11 to provide sites suitable for a variety of housing types for all income levels and assist in the development and provision of affordable and proportionally priced and sized homes to meet the needs of all community residents, including low and moderate income, large families, handicapped, female-headed households, and the elderly. Proposed and ongoing programs to implement these policies include increasing affordable housing programs, participation in state and federal programs, rental rehabilitation loans and grants, public facilities funding, density bonuses, tax free bonds, special housing need fee subsidization, special needs prioritization, and provisions for disabled access to subdivisions.
- Policies 4.1 through 4.11 to maintain and improve the condition of the existing housing stock, particularly an affordable housing stock, where feasible. Ongoing and new implementation programs include a property maintenance ordinance, code enforcement, rehabilitation loans,



emergency repair grants, demolition regulations, rehabilitation program targeting, and self-help programs.

- Policies 5.1 through 5.6 to address and remove governmental constraints to the maintenance, improvement, and development of housing where appropriate and legally possible. New and ongoing implementation programs include review of ordinances, assessments, and fees; enforcement of conditions of approval; balancing employment opportunities with housing supply; mobilehome ownership conversion; and "one-stop" permit processing.
- Policies 6.1 through 6.7 to promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, age, physical handicap, or color. Ongoing implementation programs include the support of fair housing education and outreach, public participation in housing plans, and the continued availability of information on housing policies and programs.
- Policies 7.1 through 7.4 to provide new housing opportunities which are sensitive to social, aesthetic, and environmental needs. Ongoing implementation programs include sensitive site design features and development review.
- Policies 8.1 through 8.3 to provide new housing opportunities in the City which are environmentally sensitive and energy efficient. Implementation programs include energy and water conservation programs, encouraging site design with low water utilization, and the identification of water resource areas.

The Public Services, Facilities, and Utilities Element contains several policies (1.1 through 1.18) that will serve as growth management policies to ensure the provision of utilities and services to housing developments. The location and rate of new development will be tied to the availability and capacity of water, sewers, electricity, natural gas, and other utilities and public services.



## **12. TRANSPORTATION**

### **Environmental Setting**

The City of Santa Clarita is located in the northern portion of Los Angeles County and is served by an existing network of roadways and intersections. Situated north of the San Fernando Valley, access to Santa Clarita is limited to two primary freeway corridors: Interstate 5 and State Route 14. These freeways link the Santa Clarita Valley to northern and southern California, as well as providing regional and local access. The regional highways, arterials, secondary highways, collector streets, and key intersections within the planning area are described in the Circulation Element of the General Plan and the Circulation Background Report. Existing traffic volumes and levels of service for major and secondary highways and key intersections are also described in the Circulation Element. The traffic analysis indicates that several major roadway segments and intersections are currently experiencing poor or failure conditions, resulting in substantial traffic delays.

### **Impacts**

Future traffic volume projections were based on the buildout land use scenario developed by the GPAC. These land use assumptions translate into a total of 2.63 million daily trips compared to existing conditions of approximately 967,000 daily trips, a 275 percent increase. A Master Plan of Arterial Highways was then developed by the City and the traffic consultant to enhance the transportation network and provide acceptable levels of service at Plan buildout. Future traffic patterns, distribution, and demand were projected to determine the vehicle/capacity ratios for roadways in the planning area. This information was then processed through a computer-based traffic model (TRANPLAN). Various modifications to the existing circulation network were made and run on the model, including designation of several roadways to major and secondary highways and upgrading of other roadways. These modifications and model runs were made until all

reasonable capacity improvements were examined and the overall operation of the system was acceptable for the buildout conditions of the General Plan.

In addition to analyzing individual roadways and intersections, the model examined alternate routes within a travel corridor ("screenlines") to generalize corridor-level travel demand and capacity. The volume to capacity ratios on each of the 13 screenlines show that the improved circulation system would provide adequate capacity for the projected overall traffic demand within all identified corridors. Each travel corridor is projected to experience a V/C ratio of 0.86 (mid range of level of service D) or less, with the exception of the corridor defined by Calgrove Boulevard and Lyons Avenue which has a V/C of 0.98. This indicates that the overall traffic operation in all major travel corridors is expected to be better than the mid-range of LOS D, an acceptable level according to the proposed General Plan. Seven of the 13 travel corridors are expected to operate at level of service C or better. The east side of the City and planning area are expected to experience the best levels of service. North-south travel corridors on the southwest side of the City will also operate well below capacity according to traffic forecasts.

A few isolated segments of the network are expected to operate at LOS F (at or above capacity), according to the computer model. However, these are generally attributable to localized large traffic loadings from zones with projected heavy development and segments with freeway connections. The most deficient segments include: Bouquet Canyon Road near Haskell Canyon Road (north of SR-126); McBean Parkway north of SR-126; Soledad Canyon Road between Sierra Highway and Whites Canyon Road; Rye Canyon Road east of Interstate 5; and San Fernando Road between Newhall Avenue and SR-14. These project localized capacity deficiencies should be addressed through more focused detailed studies as specific developments are proposed. According to the traffic consultant, most of these deficiencies could be resolved through transportation systems management and traffic operations measures, since there would be ample capacity within the overall travel corridors.

In summary, the street and highway plan proposed for the General Plan buildout conditions will be an acceptable circulation and access system for the City and planning area. This improved system is projected to operate well within acceptable levels of service overall, with few areas of deficiencies.

### **Mitigation Measures**

The proposed Master Plan of Arterial Highways, the improvements proposed for the circulation system, and the implementation plans to support the goals and policies of the Circulation Element will reduce the adverse impacts of growth on the transportation network. The following policies address specific areas of the transportation network and will support the following General Plan goals: a safe and efficient circulation system; a safe, convenient and efficient public transportation system; promotion of transportation alternatives; provision of adequate parking facilities; and to advocate a regional transportation system. Specific measures include:

- Policies 1.1, 1.2, 1.5, 1.9, 1.10, 1.14, 1.18, and 1.19 to improve existing circulation facilities through appropriate levels of service, consistent street names, maximizing efficiency, providing appropriate levels of access to state highways and local major and secondary highways, and minimizing traffic flow through residential neighborhoods.
- Policy 1.4 to establish a Capital Improvement Program, which incorporates a funding program for construction of roadway improvements and priorities for funding.
- Policies 1.6 and 1.7 to continue to work cooperatively with County, regional, and state agencies to integrate the City's circulation system with surrounding systems and to develop and maintain planned roadways.
- Policy 1.8 to establish and maintain a computer-based methodology to regularly review future traffic projections as development occurs and land uses change.



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- Policies 1.11, 1.15, 1.20, and 1.26 to establish standards and guidelines for trucks, supertrucks, hillside streets, roadway and intersection improvements, and freeway interchange increments to ease traffic flow.
- Policy 1.17 to seek alternative funding opportunities to provide adequate transportation and circulation facilities.
- Policy 1.22 to pursue and develop a Congestion Management Program to promote and ensure realistic and feasible traffic distribution and growth throughout the City of Santa Clarita and the general planning area.
- Policy 1.25 to establish a traffic impact "threshold of significance" condition which will require appropriate mitigation for projects contributing more than two percent to an existing LOS E or one percent to an existing LOS F.
- Policies 2.1 through 2.9 to promote a safe, convenient, and efficient transportation system that meets the needs of the City and planning area.
- Policies 3.1 through 3.3 to establish a Master Plan of Bikeways, provide local bikeways, and bicycle access to all public facilities, and Policy 4.5 to encourage enclosed bicycle lockers.
- Policies 3.4 through 3.7 to develop bus service and other alternatives to the personal automobile, including ride sharing.
- Policies 3.2 and 3.8 to integrate pedestrian walkways and consider the establishment of a pedestrian-only district.
- Policies 4.1 through 4.6 to provide for an adequate supply of off-street public and private parking to meet the needs of residents and visitors.
- Policies 5.1 through 5.3 to advocate the use of Transportation Demand Management and transit programs, and to work with transportation and other governmental agencies to coordinate transit efforts.

The City will prepare and adopt a separate implementation program which will contain projects, programs, proposed ordinances, and development guidelines and include priorities and schedules for adoption of various actions. The implementation program will be a dynamic document which will be updated periodically to reflect changing



conditions, needs, and priorities. The implementation program will include, but will not be limited to, the following items:

- A valleywide traffic model developed with a consensus approach between the City, County, and SCAG which incorporates this model into a growth management and monitoring program
- Standards for right-of-way dedication and acquisition
- Roadway improvement standards and programs
- Bikeway and trail standards and programs
- A comprehensive zoning ordinance which includes standards for parking and access
- Transit improvement programs
- Congestion management programs
- Development agreements
- Capital improvement programs
- Transportation facility improvement financing programs

In addition, detailed traffic studies will be required for all projects proposed within or adjacent to travel corridors or intersections identified in this section as operating at LOS F (or another more conservative measure of deficiency). Any traffic impacts resulting from the proposed development must be fully mitigated, or the project will be required to complete the full EIR process.

Specific land use programs to carry out the Circulation Element goals and objectives could include promoting the location of specific facilities in concentrated areas. For example, regional attractions, such as major shopping and industrial centers, could be located along the perimeters of the planning area or off of freeway exits or major arterials. This would reduce the amount of traffic from outside the city that passes

through local business districts or residential areas. Community shopping facilities could be located in a few concentrated areas to enable users to complete a number of transactions in one location. Similarly, neighborhood shopping facilities, such as grocery stores, dry cleaners, and drug stores, could be located in several small centers, grouping many destinations in a convenient location. Facilities should be located according to the location of probable users where possible. These actions, in addition to the other provisions of the implementation program, will reduce the traffic impacts associated with new development under the General Plan. However, funding of traffic improvements may not keep pace with the growth in traffic. It is likely that there will be a time-lag between the need for improvements and their implementation.

### **13. RISK OF UPSET/HUMAN HEALTH AND SAFETY**

#### **Environmental Setting**

The Public Safety Element Background Section provides detailed information on potential risks to public safety including seismic and geologic hazards, flooding hazards, wildland and urban fire hazards, toxic/hazardous materials, and transmission of electric and gas utilities. The report also discusses the assessment of each of these potential risks to public safety in a comparative matrix format.

#### **Impacts**

Impacts will result from several components of the proposed General Plan. Increased growth, both of population and of urban development within the planning area, will result in impacts. The first impact is the increased number of people and developed property exposed to existing risk within the planning area. As development intensifies, more people will be living and working in proximity to existing public safety risks, including fault zones, flood plains, and other similar sources of natural disasters. Secondly, the increased urban development will increase the manmade public health threats, including

increased toxic/hazardous material handling and waste generation within the planning area, increased potential for accidents due to traffic congestion. The potential disruption of emergency evacuation plans due to traffic congestion, potential exposure to methane gas from landfills and oil fields, and increased potential for exposure to contaminated water.

### **Mitigation Measures**

The policies of the Public Safety Element include several measures to encourage proper land use and engineering design to minimize public safety impacts within the planning area.

- Policies 1.1 through 1.13 provide specific measures to minimize damage and hazards to development from natural hazards, including seismic activity, geologic hazards, and flooding.
- Policy 2.1 provides for the implementation of emergency preparedness plans and programs to make the planning area more self-sufficient in the event of a major emergency. All segments of the community and local government should be involved in the development of plans and programs.
- Policies 3.1 through 3.10 provide specific measures to minimize fire danger within the planning area. Direction from the fire department and adherence to State and Federal fire codes will provide minimum standards of adequacy for fire ordinances.
- Policies 4.1 through 4.5 provide specific measures to minimize levels of risk to people and property from hazardous waste. Policies include working with the fire department and other agencies to identify hazards, promoting safe transport of hazardous materials, reviewing operation and closure of oil fields and hazardous waste facilities, restricting certain hazardous land uses, and continuing to study the electromagnetic effects of high tension lines.

A series of measures to implement these policies is also contained in the Safety Element, ranging from the amendment of existing codes and ordinances to establishing communitywide emergency preparedness plans.

#### **14. PUBLIC SERVICES**

##### **Environmental Setting**

Public services are discussed in the Public Services, Facilities, and Utilities Element. The public services impacts discussed below include police and fire protection, schools, library services, and medical services. Recreational facilities and utilities are also discussed in the Public Services, Facilities, and Utilities Element. The environmental analysis of these issues is contained in Sections C-16 and C-17 of this EIR.

##### **Impacts**

###### **Police Protection**

The demand for police protection is expected to grow with the development anticipated in the General Plan. Service is currently provided under contract by the Los Angeles County Sheriff's Department. Projected population growth could cause emergency response times to lengthen and services to decline if the increases in department personnel and facilities do not keep pace with population growth. If growth patterns follow the low population projections for buildout, impacts would be less severe than if the high projections are reached. As with other public services and utilities, slower-paced growth occurring over a longer time (i.e., buildout in 40 years rather than 20) will cause fewer significant impacts.



## **Fire Protection**

The City of Santa Clarita and the balance of the planning area receive fire protection and emergency service under contract from the Los Angeles County Fire Department. Growth allowed under the General Plan could potentially impact the ability of the department to adequately serve the area. The Fire Department has projected a need for eight new stations, three of them in 1990, if development occurs as anticipated. According to the General Plan, the city will monitor the individual and cumulative impacts of development on the provision of public services to help facilitate improvements where needed. If fire protection facilities and services are expanded concurrently with the city's growth, adverse impacts can be avoided.

## **Schools**

School facilities in the City of Santa Clarita do not meet existing needs; each of the five districts have enrollments exceeding total capacity and financial resources to expand are not available. The growth in population expected with implementation of the General Plan will make this situation worse. Portable classrooms are in use at several locations and additional portables will be required until permanent facilities can be constructed. Methods of school financing are limited, indicating that public school facilities could be overcrowded for the foreseeable future. The growth allowed in the General Plan will cause significant impacts on schools until such time as new facilities are built and overcrowding no longer occurs.

## **Libraries**

Libraries in the Santa Clarita planning area are operated by the Los Angeles County Library. Existing inventories are inadequate for the current population, based on county library planning standards. Population growth anticipated under the proposed General

Plan will increase the demand for library services. If high growth projections are realized, impacts will be significant in short term.

### **Medical Services**

In-patient hospital services are considered adequate for the existing population and for a population of up to 300,000. Emergency services in outlying portions of the planning area, however, could require expansion to adequately serve anticipated population growth. Existing services will be adequate if population growth reaches a total between the low and medium estimates. Additional facilities will be needed for a population of over 300,000. Adverse impacts could occur with rapid growth, but these impacts are not expected to be significant.

### **Mitigation Measures**

One of the goals of the General Plan is to increase public services at a pace consistent with new development. The policies of the Public Services, Facilities, and Utilities Element support this goal. If fully implemented, the following policies will minimize the adverse impacts of growth on the provision of public services:

- Policies 1.1, 1.2, and 1.3 to determine service standards and maintain records of the capacity and availability of public services.
- Policy 1.4 to monitor the individual and cumulative impact of development on service capacities, and use the information to facilitate improvements.
- Policy 1.5 to require that new development be prohibited or delayed if required public services cannot be provided within a reasonable time period.
- Policy 1.14 to encourage the County to evaluate existing and future library facilities to ensure adequate services.

- Policy 1.16 to support public safety education programs to prevent crime and fire hazards.
- Policies 1.17 and 1.18 to work with school districts and developers to ensure appropriate means to facilitate the development of school facilities to meet future needs.
- Policies 2.1 and 2.2 which involve public and private funding mechanisms to finance public service improvements.

## **15. ENERGY**

### **Environmental Setting**

The Southern California Gas Company provides natural gas service to the Santa Clarita Valley and electric service is provided by Southern California Edison Company. Existing facilities are described in the Public Services, Facilities, and Utilities Element.

### **Impacts**

Implementation of the proposed General Plan will allow a substantial growth in commercial, industrial, and residential development. This growth will result in an increase in energy consumption in the planning area. Both the Southern California Gas Company and Southern California Edison Company anticipate expanding their facilities to meet the energy needs of the growing community. This growth will result in an increased demand on finite energy resources.

## **Mitigation Measures**

The Public Service, Facilities, and Utilities Element contains several goals and policies relating to the provision of energy to Santa Clarita. The policies that could reduce the potential adverse impacts of anticipated growth on energy supplies include the following:

- Policies 1.1 through 1.4 to determine service standards, monitor service capacities, and facilitate improvements in service where necessary.
- Policy 1.5 prohibits or delays new development if public services and utilities cannot be provided within a reasonable time period.

Policies included in the Open Space and Conservation Element can also reduce energy consumption. These include:

- Policy 8.2 to encourage the incorporation of conservation features, such as solar panels, in new development and the installation of these features in existing development.
- Policy 8.3 to provide incentives for the installation of energy conservation measures in existing buildings.
- Policy 8.4 to encourage the use of passive solar design concepts to increase energy efficiency.
- Policy 8.5 to encourage the use of solar collectors on public buildings.

Additional mitigation measures the city could undertake include establishing an energy conservation program to encourage residents and businesses to reduce their energy consumption through the use of efficient lighting and other electrical appliances. The city could also work with the local utilities to develop educational materials to promote energy conservation. The city could encourage the use of solar energy in new developments through the use of incentives such as reducing development fees, increasing allowable density, or other means. A solar access ordinance or guidelines should be considered to facilitate the use of solar energy. In addition, the city should require



energy efficient appliances in all city facilities and study the feasibility of solar energy use in existing and future city facilities.

## 16. UTILITIES

### Environmental Setting

Public utilities are discussed in the Public Services, Facilities, and Utilities Element. The utilities discussed include water supply and treatment, sewers, storm drains and flood control, solid waste, natural gas, electricity, and communications.

### Impacts

#### **Water**

As discussed in Section 3, Water, growth anticipated under the proposed general Plan will increase the planning area's demand for water. New water supplies may be required to adequately serve future population growth. The Earl Schmidt Filtration Plant, which treats State Water Project water for local consumption, plans to expand capacity by 2006. A new treatment plant is also planned for the Saugus area, scheduled to open in 1992. Water conservation and reclamation measures will offset the increase in water needed by project population increases. However, the pace of future growth and the ultimate buildout population will determine the severity of impacts.

#### **Sewer**

Nearly all of the urbanized areas of the planning area are served by sewers. Outlying areas may continue to use septic tanks for sewage disposal. Los Angeles County facilities service the area and are deemed adequate for existing levels of development. The two wastewater treatment plants have plans for expansion to meet the growing need for

treatment. Future development will increase the demand for up-to-date facilities. The County Sanitation District will upgrade its system as development continues by providing larger collection and trunk lines. Adverse impacts are not expected to be significant.

### **Storm Drainage**

Stormwater flow has increased with development in the Santa Clarita Valley. Most flows eventually reach the Santa Clara River. The Los Angeles County Flood Control District has improved a number of flood control channels. Continued development under the proposed General Plan will result in changes in existing runoff and drainage patterns, increase the amount of stormwater flow that reaches storm drains and the Santa Clara River, and increase the likelihood of flooding.

### **Solid Waste**

Solid waste generation will increase with the residential, commercial, and industrial growth expected in the Santa Clarita planning area. Local landfill space is limited, and additional growth in the planning area will further impact the available landfill space. The State of California has mandated (AB 939, the Integrated Solid Waste Management Act) a 25 percent reduction in solid waste by 1995, and a 50 percent reduction by the year 2000. Waste reduction will be difficult for areas of high growth. The County of Los Angeles is considering the construction of one or more landfills in the canyons surrounding Santa Clarita, and the expansion of several existing landfills in the county, to ease the existing situation.

### **Natural Gas and Electricity**

Residential, commercial, and industrial growth anticipated with the proposed General Plan will increase the demand for natural gas and electricity, as stated in Section 15,

Energy. Natural gas and electricity purveyors plan to meet increased service demands by expanding services as needed.

### Mitigation Measures

Policies contained in the Public Services, Facilities, and Utilities Element are intended to reduce the adverse impacts of community development on the provision of utilities in the City. Full implementation of the following policies will limit the effects of development under the proposed General Plan, and the growth to the provision of infrastructure.

- Policies 1.1 through 1.4 to determine service standards, monitor service capacities, and facilitate improvements in service where necessary.
- Policy 1.5 to prohibit or delay new development if required public services and utilities cannot be provided within a reasonable time.
- Policies 1.7 through 1.12 to promote water conservation, develop a citywide water recycling program, develop a master drainage plan, and work with agencies to provide water adequate supplies at a reasonable cost.
- Policy 2.4 to support funding of infrastructure improvements that are consistent with the City's General Plan.
- Policies 5.1 through 5.5 to promote the safe use and disposal of toxic materials, establish public education, solid waste recycling and water conservation programs, and support requirements to monitor, prevent, and correct soil, air, and water contamination.

The Open Space and Conservation Element contains policies relating to water and energy conservation as well as the recycling of natural resources. Policies 9.1 and 9.2 will establish a citywide recycling program for newspapers, aluminum cans, bottles, and other materials. They will also encourage cooperation with adjacent agencies to operate recycling programs in compliance with AB 939 objectives.

## **17. RECREATION**

### **Environmental Setting**

The City of Santa Clarita is currently deficient in parks and recreational areas for the existing population according to a 3-acre per thousand population standard. The Parks and Recreation Element discusses the facilities now available and facilities planned for the area.

### **Impacts**

Population growth anticipated under the proposed General Plan will contribute to further deficiencies of park lands and recreational facilities. Full implementation of the proposed plan will increase the number of these facilities, in addition to establishing standards for park size, facilities, and acquisition. The plan, therefore, will reduce the impacts of growth on the park system. However, because of the existing park shortage, short-term adverse impacts will occur until such time as park development catches up with other development.

### **Mitigation Measures**

The goals and policies of the Parks and Recreation Element, if fully implemented, will reduce the impacts of development on park facilities and work toward the provision of adequate an park system for the project population. These policies include:

- Policies 1.1 through 1.6 to establish a master plan of parks and recreation facilities and to provide recreational opportunities that are adequately distributed and respond to community needs.
- Policies 2.1 through 2.3 to establish standards and implementation measures to guide future park development.



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- Policies 3.1 through 3.5 to encourage the improvement of existing parks and recreational facilities through a park funding program, low-maintenance playground equipment, and citizen volunteer programs.
- Policies 4.1 through 4.6 to encourage the acquisition of future parkland through developer fees and incentive programs, implementation of the Quimby Act Ordinance, other funding mechanisms, and standards for private parks.
- Policies 5.1 and 5.2 to use the Santa Clara River as a central recreational corridor with multiple uses.
- Policies 6.1 through 6.5 to implement design and program criteria to emphasize safety, appropriate access, supervision, and minimize negative impacts on adjacent neighborhoods.
- Policies 7.1 through 7.13 to provide an efficient public trails system linking public space and adjacent regional systems to meet transportation and recreational needs of the area.
- Policies 8.1 through 8.4 to develop community centers which provide multiple-use opportunities for local residents.
- Policies 9.1 through 9.9 to provide recreational opportunities for all age and economic segments of the community, including child care, teen programs, senior citizens, mobile recreational programs, and year-round entertainment programs.
- Policies 10.1 through 10.6 to promote public/private cooperation in developing recreational services and facilities.
- Policies 11.1 through 11.4 to develop recreational and park facilities to serve the need of Santa Clarita workers through opportunities for employees, establishment of an Industrial/Commercial Parks Advisory Council, and periodic surveys of recreational needs.

The Open Space and Conservation Element also contains several policies relating to passive and active recreational use of open space areas. Policies in the Parks and Recreation Element can be implemented through a variety of suggested measures, including adoption of a parkland dedication or other park-related ordinance,

establishment of landscape maintenance districts, and requiring the dedication of trails with development approvals.

## **18. AESTHETICS**

### **Environmental Setting**

The City of Santa Clarita is composed of several communities with particular physical characteristics as well as a variety of natural settings. Aesthetic resources include the Angeles National Forest, oak woodlands, and natural ridgelines. Santa Clarita's natural and built environment is described in the Community Design Element and the Open Space and Conservation Element.

### **Impacts**

Haphazard development, if allowed, could obstruct scenic views of and from the city and contribute to a confused urban image. The intent of the Community Design Element is to prevent haphazard growth, protect important viewsheds, and establish development standards that will promote design excellence in public and private structures. Development standards will vary according to the topography and particular characteristics of the project site, with stricter standards along steep slopes, ridgelines, and important viewsheds. Signage will be regulated and landscaping will be encouraged to reduce the potential clutter and adverse aesthetic impacts resulting from development under the proposed General Plan.

### **Mitigation Measures**

The policies of the Community Design Element will reduce potential adverse aesthetic impacts resulting from implementation of the General Plan. These policies include the following:

*Final Environmental Impact Report for the City of Santa Clarita General Plan*

- Policies 1.1 through 1.3 to ensure the blending of new development in established neighborhoods through compatible architecture, clustering, and design review.
- Policies 2.1 through 2.6 to encourage design excellence through the identification of important aesthetic attributes, the encouragement of design themes, and the adoption of design guidelines.
- Policies 3.1 through 3.6 to promote aesthetically pleasing functional, thematic, safe, and pedestrian-oriented commercial centers.
- Policies 4.1 through 4.4 to preserve and maintain special historic features and landmarks in the planning area.
- Policies 5.1 through 5.3 to preserve and integrate prominent natural features through appropriate development guidelines and preservation techniques.
- Policies 6.1 through 6.8 to protect and enhance open space areas that provide visual and aesthetic character and identity to the community.
- Policies 7.1 through 7.4 to develop design principles for major roadway types which enhance entryways, protect view corridors, and are sensitive to hillside areas.
- Policies 8.1 through 8.5 to ensure attractive signage through the adoption of a comprehensive sign ordinance and the prohibition of new billboards and private signs in the right of way.
- Policies 9.1 through 9.10 to promote superior landscape design which emphasizes aesthetics, function, and water conservation.
- Policies 10.1 through 10.5 to promote human scale and compatible design in the area's architecture.
- Policies 11.1 through 11.9 to achieve an efficient infrastructure system which is visually unobtrusive through placement of utilities underground and using design to integrate above-ground utilities into the landscape.

Implementation tools include the zoning ordinance, development ordinances, the adoption of specific plans, and design guidelines.

Several policies of the Open Space and Conservation Element are intended to protect existing natural features of Santa Clarita's landscape. The protection of significant ridgelines, open space, and sensitive habitat areas will limit the intrusion of urban development into important viewsheds and aesthetically pleasing areas.

**D. UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS**

The purpose of the General Plan is to guide and manage growth. For the majority of the impact areas studied, the Santa Clarita General Plan, if fully implemented, would mitigate the significant impacts of anticipated development. Impacts in the following areas, however, cannot be fully mitigated by the policies and programs contained in the Plan.

**1. TRANSPORTATION**

The City of Santa Clarita is a receptor of regional traffic in addition to traffic generated within the city, most notably traffic from north and east of the city heading to or from other parts of Los Angeles County. Existing traffic and circulation flow conditions are poor along some roadways, especially during peak commute times. The lack of adequate parallel alternate routes is the primary cause for some of this traffic. Additional growth allowed under the General Plan will increase the number of cars on Santa Clarita roads. Roadway improvements recommended in the plan require funding, the acquisition of right-of-way, and lengthy construction periods. Transportation Demand Management strategies, such as vanpools, carpools, modified employment hours, and emphasizing alternative means of transportation, could make better use of the existing roadway capacity. Additional measures to reduce traffic congestion will be contained in the Circulation Element's implementation plan. Future highway improvements are expected to provide acceptable levels of service throughout the City, although there will be a time lag between the need for facility improvements and their implementation.



## **2. PUBLIC SERVICES**

A few of the local public services do not adequately serve the existing population. For example, each of the local school districts is over capacity, several roadways are impacted, and parks and libraries are limited. New development authorized under the proposed General Plan will further impact these areas. Full implementation of the policies contained in the General Plan will mitigate the impacts to some degree, but there will be a time lag between the anticipated growth and the completion of facilities to mitigate adverse impacts.

## **3. AIR QUALITY**

The Santa Clarita planning area is located in a region which does not meet state and federal air quality standards for ozone and other criteria pollutants. The entire South Coast Air Basin is not in attainment for these pollutants. The growth anticipated in the General Plan will contribute more air pollutants to the basin. Several measures contained in the Air Quality Element will reduce the emissions normally expected from building and other activities, but these emissions cannot be mitigated entirely. Air pollutants from the Santa Clarita planning area will incrementally contribute to the existing non-attainment conditions in the South Coast Air Basin.

## **4. LAND USE**

The residential, commercial, and industrial growth anticipated under the proposed General Plan will convert many undeveloped portions of the planning area to some form of development. Previous commitments between developers and the County of Los Angeles have reduced the city's power to contain development within some areas of the city. The policies of the Land Use Element will reduce potential conflicts between incompatible uses, but they cannot eliminate building in some sensitive areas, such as open space and wildlife habitat areas.

**E. EFFECTS FOUND NOT TO BE SIGNIFICANT**

The Initial Study for the Santa Clarita General Plan examined all environmental issue areas listed in the CEQA Guidelines sample Initial Study Checklist. Because of the amount of growth allowed under the proposed plan, the Initial Study (contained in Appendix A to this EIR) found potentially significant impacts associated with each of these issue areas. Therefore, the EIR for the General Plan has analyzed all impact areas.

**F. ALTERNATIVES TO THE PROPOSED ACTION**

By identifying and evaluating the impacts of alternatives to the proposed General Plan, a better sense of comparison may be gained on the options that are available to the City. The Plan alternatives are summarized below.

**1. NO PROJECT ALTERNATIVE**

The California Environmental Quality Act (CEQA) requires that EIRs analyze a "no project" alternative which considers the impacts of maintaining the status quo or existing conditions. In the case of a general plan EIR, the no project alternative is considered to be the existing distribution of land uses within the planning area. Table L-1 in the Land Use Element of the General Plan summarizes the existing land uses found within the Santa Clarita planning area.

The no project alternative would "freeze" existing conditions and allow no further development in the planning area. While the continuation of existing conditions would result in fewer environmental impacts than the proposed general plan or the other project alternatives, it would deny landowners the right to develop their land and would increase the existing market pressure to develop. If the proposed general plan is not adopted, the City of Santa Clarita will not be in compliance with state law requiring the adoption and periodic revision of a general plan for all incorporated cities.

Adverse environmental impacts associated with existing conditions are described in the various elements of the proposed general plan and in the background reports. Even with no new development, adverse impacts will be experienced in the planning area. Adverse traffic impacts currently occur at several intersections and roadway segments within the planning area. Schools in the area are over capacity and additional facilities are needed to serve the existing student population. Libraries are not adequate to serve the existing population, and there is a deficiency of parks and recreational facilities. Solid waste disposal facilities are impacted throughout Los Angeles County and much of the state. The existing air quality in the Santa Clarita Valley does not meet federal and state standards for criteria pollutants at existing levels of development. Land use impacts also exist where there are adjacent conflicting land uses. New development of roads, schools, libraries, and other public service facilities would be required to practically mitigate the impacts of existing development and the no project alternative. Because no new development would be allowed under this alternative, these adverse impacts could not be mitigated.

## **2. EXISTING GENERAL PLAN ALTERNATIVE**

This alternative is equivalent to the continued use of the Los Angeles County Santa Clarita Valley Areawide General Plan, the only existing general plan governing development in the area. Existing specific plans and general plan amendments approved by the County would also remain in force. The City would continue to review development proposals within its boundaries, using guidelines established by the County and any existing City ordinances that apply. However, if a General Plan is not adopted by Santa Clarita, the City would not be in compliance with state law requiring the adoption and periodic revision of a general plan with seven mandatory elements and a consistent zoning ordinance. For this reason, the existing general plan alternative is not considered a feasible alternative.

Substantial levels of residential, commercial, and industrial growth are allowed under the Santa Clarita Areawide General Plan. The County Department of Regional Planning (1989) estimates for the year 2010 project a residential population of 270,000 and approximately 93,400 housing units. According to the Third Addendum to the Draft EIR on the Plan update, the number of housing units will be regulated by locational criteria and internal development monitoring. However, general plan amendments and specific plans under consideration by the Board of Supervisors could increase development densities in some locations if they are consistent with the update's policies and locational criteria. The Draft EIR on the county update thus allows for a 25 percent "overage" to total 102,600 units. According to the county's average number of persons per household, this overage could house a population of approximately 296,514. These figures are 8 to 15 percent over the City's moderate estimates for housing and population, respectively, at buildout.

Adverse environmental impacts associated with continued reliance on the Santa Clarita Areawide General Plan would result in impacts similar to those expected with the City's proposed General Plan. Impacts on traffic and circulation, air quality, public services, noise, biological resources, and other issues areas would occur with the development allowed under the County's plan. County General Plan policies are expected to mitigate significant impacts to less than significant levels. Land Use policies call for phasing of development to assure that adequate infrastructure is operational when demand is created. However, as with the City's General Plan policies and implementation measures, there may be a time lag between the need for infrastructure improvements and their completion.



### **3. LOWER DENSITY ALTERNATIVE**

A lower density alternative would be equivalent to limiting development to the low population and housing estimates generated for the proposed General Plan. Under this scenario, housing units would total approximately 74,115 at project buildout, 78 percent of the units projected under the moderate scenario. Housing units in each of the five residential categories (rural and urban densities and mobile home/retirement zones) would still be allowed, but the total number of units would be monitored and limited to restrict population growth. The lower density alternative would generate a buildout population of approximately 228,274. Project buildout would be expected to occur in less than 40 years due to the existing development pressures. If pressure still exists at buildout for additional development consistent with the goals and policies of the General Plan, the City may not be able to limit growth and new development could be approved. Thus, a population greater than 228,274 could occur.

Adverse impacts similar to those under the proposed general plan would be associated with the lower density alternative. Impacts to earth, water, biological, natural, and cultural resources, light and glare, and aesthetics would be less severe than under a moderate or high population scenario. Impacts to traffic and circulation, air quality, recreation, public services, and utilities would be similar to the proposed project. Because this alternative would generate a lower population, fewer automobile trips would be generated. However, because of existing circulation problems, a lower population figure could still result in significant traffic impacts. Similarly, air quality could be significantly impacted because of existing levels of pollutants. Existing schools and parks and recreation facilities are not adequate to serve the current population. Any population increase will further impact these areas until new facilities can be built. Other public services and utilities impacts will be similar to those of the proposed plan at a moderate population level, assuming that the location of land uses remains similar to the proposed plan. Utilities will have to serve newly developing areas, and impacts will not vary greatly with density. Police and Fire protection needs would be greater with a

higher population, although access and response times will also depend on the location of the development.

**G. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY**

The implementation of the Santa Clarita General Plan will result in the intensification of urban development in the city and planning area. New structures built in accordance with the plan represent a short-term use of the environment; however, implementation of the Plan represents a continued long-term commitment to community development and population support systems. Areas that are developed during the life of the Plan are not likely to revert to rural or undeveloped uses. Long-term effects associated with plan implementation include increases in traffic, mobile and stationary air pollutants, noise, aesthetic impacts, and demands on public services and utilities. Development under the plan would also limit the range of beneficial natural uses of the environment. For example, once an area is developed, its potential use as a natural habitat for native species would end. The land would not be expected to revert to a natural habitat use at any foreseeable time after development.

The Santa Clarita General Plan is intended to manage the use of environmental resources and balance the new growth which is expected to continue through the next decade. It is justified at this time to bring the city into compliance with state law requiring the adoption and periodic update of general plans.

**H. SIGNIFICANT IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES WITH PLAN IMPLEMENTATION**

The General Plan itself will not require a commitment of resources. However, the alterations to the physical environment anticipated under the General Plan will result in a significant irreversible commitment of resources, including undeveloped land,

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construction materials, prime biological habitat, water, and energy resources. Implementation of the Plan will alter the pattern of development in the city by encouraging specific types of land uses in various areas. The land use changes prompted by the Plan will effectively commit the land to that use and reduce the amount of land available for other uses.

Construction activities carried out in accordance with the Plan will consume such nonrenewable resources as sand, gravel, and steel, and renewable resources such as water and timber. Energy resources will also be irretrievably committed during construction. As the city continues to grow, residents and businesses will require a further commitment of water and energy resources in the form of natural gas and electricity generated by hydroelectric power, coal, solar, or nuclear power for utilities. Irreversible commitments of fossil fuels will also be required to support the transportation of people and goods. These commitments will be long-term obligations.

Land is another resource that will be irreversibly committed during the implementation of the General Plan. Buildout of the plan represents a commitment to the continued urbanization of the Santa Clarita area. Land committed to urban uses is unlikely to revert to open space uses, even after the 50- to 75-year lifespan of the physical structures is reached, due to the infrastructure and facilities that will be in place.

The General Plan attempts to balance the various needs of the community, allowing development that is sensitive to the unique environmental characteristics of each project site. The plan contains many policies that will limit environmental damage from development. However, these policies will not fully prevent or eliminate environmental damage, and unavoidable adverse impacts of development will result in a certain amount of irreversible environmental damage.



**I. GROWTH-INDUCING IMPACTS OF THE PROPOSED ACTION**

The Santa Clarita General Plan is intended to allow residential and employment growth while remaining sensitive to the community's environmental and infrastructure needs. The implementation of the Land Use, Housing, Public Services, Facilities, and Utilities, and Circulation Elements will affect the location and intensity of growth in the community. The Community Design, Air Quality, Parks and Recreation, Noise, and Open Space and Conservation Elements will serve to manage growth with the appropriate restrictions.

Growth-inducing impacts can be either direct, such as those associated with the provision of urban services, or indirect, such as the additional demand for housing, goods, and services necessitated by urban growth. Providing the infrastructure and services needed for the existing population will induce additional growth, producing a cyclical pattern of growth in the community. However, the growth anticipated in the Plan is mitigated by the policies and programs contained in the Plan. The growth induced by the Plan is considered to be healthy for the long-term viability of Santa Clarita as a self-sufficient community.

The General Plan policies will serve to accommodate and manage the growth that is expected to occur within the planning area. This growth will occur with or without the proposed project. The various policies and implementation programs are designed to direct residential, commercial, industrial, and public service growth and to minimize land use conflicts which contribute to environmental and socioeconomic impacts. The Plan will serve as a long-term guide for anticipated development that could otherwise occur in a less organized manner. Policies contained in the Public Services, Facilities, and Utilities Element are intended to coordinate the pace of development with the provision of public services and infrastructure required to adequately serve the increase in population. As energy and water conservation policies are implemented, per unit consumption of these utilities is expected to decrease which will reduce the anticipated



impacts on these services. Policies and programs of the Circulation Element will help accommodate the anticipated growth in traffic and reduce existing traffic congestion. The Land Use Element policies and programs provide guidelines for growth to minimize incompatibility and reduce land use conflicts. Other policies and programs in the Plan will provide for amenities and reduce the hazards associated with urban growth.

## **J. CUMULATIVE IMPACTS**

State CEQA guidelines (Section 15142) require the identification of public and private projects that, together with the proposed project, will cumulatively impact the environment of the region. The Santa Clarita Valley is a fairly self-contained planning area because of its natural boundaries. It is separated from the San Fernando Valley to the south by the Santa Susana mountains, from the Antelope Valley to the east by the Angeles National Forest, and from Ventura County to the west by the Los Padres National Forest. Because of this separation, most environmental impacts of plan adoption are not expected to cumulate with the impacts of projects outside the Santa Clarita Valley. However, regional and statewide problems will be impacted by growth in adjacent areas. These impact areas include: (1) traffic and circulation between the San Fernando, Santa Clarita, and Antelope Valleys; (2) solid waste disposal capacity at shared county facilities; (3) air quality in the South Coast Air Basin; (4) shared county public services; (5) housing; and (6) the availability of water from state and regional sources. Individual projects within the Santa Clarita planning area could generate cumulatively impacts; however, the majority of these impacts would not affect communities outside the planning area. Other impacts of general plan implementation, including land use, geotechnical, drainage, biological resources, cultural resources, noise, light and glare, human health and safety, public services (such as schools, parks, and emergency services), utilities, and recreational facilities, are not expected to cumulatively impact with development in surrounding areas. These impacts will be mitigated with the policies and programs contained in the proposed general plan, although there may be a time lag between the demand for services and their implementation.

## *Final Environmental Impact Report for the City of Santa Clarita General Plan*

Because the Santa Clarita and Antelope valleys share the same transportation links to metropolitan Los Angeles County (State Route 14 and Interstate 5), development in each of the areas could affect the regionwide issue areas noted above in the other. Additionally, development in other portions of Los Angeles County could cumulatively impact the Santa Clarita area, especially with regard to housing, traffic, and public services.

Buildout of the proposed Santa Clarita General Plan would result in approximately 94,976 dwelling units with 256,944 residents (using midpoint densities), 2,656 acres of commercial space, 4,149 acres of industrial space, 1,269 acres of public facilities and institutional uses, 107.3 acres of office uses, and 17,209 acres of outdoor recreation and open space. The environmental impacts of development will be spread out over the next 20 to 40 years. Some years will be more significant in terms of impacts, dependent upon the amount and location of development. Each development project in the planning area will undergo environmental review as part of its approval process. At that time, both the project-generated and cumulative impacts of development will be considered.

The City of Palmdale is currently in the process of revising its General Plan. According to the land use designations in the General Plan, buildout would result in 124,947 dwelling units with 337,107 residents 82 million square feet of commercial space, 939.5 million square feet of industrial space, and 24.8 million square feet of public facility uses. Fifty percent of buildout is expected by 2010. Palmdale has recently annexed 10,625 acres of generally undeveloped land directly east of Bouquet Canyon. A specific plan has been prepared for the Ritter Ranch area. The plan proposes development of 7,200 residential units, in addition to 195 acres of golf course, 126 acres of schools, 73 acres of commercial uses and 7,682 acres of natural open space and parks. Bouquet Canyon Road could serve as a connector road from the Ritter Ranch development into the Santa Clarita Valley.

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The City of Lancaster, located north of Palmdale, is also revising its General Plan. Buildout of the Lancaster plan would result in 80,786 dwelling units with 211,299 residents. The plan also includes 21.3 million square feet of commercial space, 46.0 million square feet of industrial space, and 22.6 million square feet of public facility uses. Persons driving from Lancaster to metropolitan Los Angeles would likely use State Route 14 which passes through Santa Clarita, contributing to the regional traffic problem.

**K.        RESPONSES TO COMMENTS ON THE DRAFT EIR**

**INTRODUCTION**

This section comprises the second and final part of the EIR for the proposed General Plan of the City of Santa Clarita. The draft EIR, which comprises the first part, was circulated for public review and comment from March 31, 1991, to May 13, 1991. Two comment letters were received during the comment period.

**RESPONSES TO COMMENTS**

**LETTER #1:** David C. Nunenkamp, Deputy Director, Permit Assistance, California Governor's Office of Planning and Research, May 13, 1991.

**Comment A:** The State Clearinghouse has submitted the draft EIR to selected state agencies for review. The review period is now closed and comments from the responding agencies are enclosed. The City has complied with the State Clearinghouse review requirements pursuant to CEQA.

**Response A:** Comment acknowledged.

**LETTER #2:** Charles R. White, Chief Planning Branch, Southern District, California Department of Water Resources, April 10, 1991.



**Comment A:** Recommendations relating to water conservation and flood damage prevention are attached. Included are water conservation measures required by state law for water-efficient plumbing fixtures in structures, interior and exterior water conservation recommendations to be implemented where applicable, and recommendations for flood damage prevention.

**Response A:** Several policies in the Open Space and Conservation Element and the Public Services, Facilities, and Utilities Element involve water conservation and flood control. For example, Policy 1.7 of the Open Space and Conservation Element requires that graded areas be revegetated with native, drought-tolerant plants to conserve water and prevent flood damage. Policy 7.12 encourages the use of native and drought-tolerant species in landscaping as well. Policies 1.9, 4.5, 5.1, and 7.7 establish the Santa Clara River and its tributaries as open space, allowing for continued groundwater recharge. Policy 7.5 would encourage the development of spreading grounds and impoundment areas for groundwater recharge in other areas. A master drainage plan will be developed for the city and planning area in support of Policy 1.11 of the Public Services, Facilities, and Utilities Element. Measures to allow for groundwater recharge and minimize erosion will be included in this plan. The Safety Element contains additional policies to establish programs and standards to protect against floods. Policy 1.3 would require geotechnical studies for development proposals, as appropriate, to be included in the City's development code. Measures to protect buildings against floods will also be incorporated into the development code.

A citywide water conservation program will be established and implemented, as indicated in Policy 7.15 of the Open Space and Conservation Element. This program will contain water conservation measures required and recommended for new and existing development. All water conservation measures required by State law will be included in the program. In addition, the program will contain measures to reduce interior and exterior water use at specific types of development, including provisions for residential, commercial, and industrial development. Some of the measures recommended by the



Department of Water Resources may be included in the program. Standards for the clustering of development to minimize disruption of natural resources or features will be incorporated into the Municipal Zoning Code. Water conservation will also be promoted throughout the city and planning area through educational programs (Policy 7.11).

**Comment B:** The Department of Water Resources recommends the City further consider implementing a comprehensive program to use reclaimed water for irrigation purposes in order to free fresh water supplies for beneficial uses requiring high quality water supplies.

**Response B:** Policy 7.9 of the Open Space and Conservation Element of the proposed General Plan encourages wastewater recycling at the local and regional level to reduce the demand for fresh water supplies. The city will prepare a water conservation program, as indicated in Policy 7.15, which will consider a program implementing the use of reclaimed water for irrigation.

**L.        ORGANIZATIONS CONTACTED/PREPARERS OF EIR**

**AGENCIES**

California Regional Water Quality Control Board - Los Angeles Region; John L. Lewis, Technical Support Unit.

Castaic Lake Water Agency, Frank Sherrill, Staff Engineer.

County of Los Angeles Department of Public Works; Michael J. Bohlander, Supervising Civil Engineer II, Waste Management Division.

County of Los Angeles Fire Department; P. Michael Freeman, Fire Chief.

South Coast Air Quality Management District; Jack P. Broadbent, Planning Manager.

State of California Department of Transportation; Gary McSweeney, IGR/CEQA Coordinator.

**PREPARERS OF THE EIR**

**Lead Agency**

City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, California 91355  
Lynn M. Harris, Director of Community Development

**Environmental Consultant**

Michael Brandman Associates  
606 South Olive Street, Suite 600  
Los Angeles, California 90014  
(213) 622-4443  
Barry K. Hogan, Project Director

**M.        REFERENCES**

- California Environmental Quality Act (CEQA) Law and Guidelines. 1986. State of California Office of Planning and Research.
- City of Santa Clarita. 1990. Santa Clarita Draft General Plan and Background Reports.
- Environmental Protection Agency. October 1980. AP-42 Compilation of Air Pollutant Emission Factor, Third Edition (including Supplements 7-11).
- National Oceanic and Atmospheric Administration. 1985. Climatological Data Annual Summary, Vol. 89, No. 13.
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U.S. Department of Transportation. April 1985. Guidelines for the Prevention of Traffic Noise Problems.

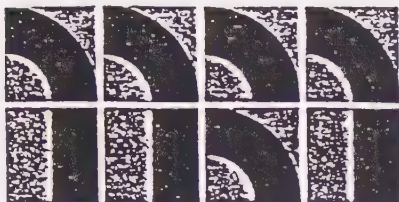




APPENDIX A

NOTICE OF PREPARATION/INITIAL STUDY CHECKLIST





Michael Brandman Associates

Environmental Compliance ■ Planning ■ Resources Management

June 29, 1990

SUBJECT: Notice of Preparation of Draft Environmental Impact Report

To Whom It May Concern:

The City of Santa Clarita, acting as Lead Agency, and Michael Brandman Associates (MBA), acting as project consultants, will prepare an Environmental Impact Report for the City of Santa Clarita General Plan. We have determined that this project lies in an area of interest to yourself and/or the organization you represent. We would welcome all comments on the possible environmental impacts of the proposed General Plan and the environmental information your organization requires to fulfill its statutory responsibilities in connection with the proposed general plan.

The City of Santa Clarita comprehensive general plan will include the seven elements mandated by California Government Code Section 64302 and six optional elements. Two of the mandatory elements, Open Space and Conservation, have been combined into one section. The City of Santa Clarita, in conjunction with the consulting team of Michael Brandman Associates, will address the following elements:

- Land Use
- Housing
- Economic Development
- Circulation
- Parks and Recreation
- Open Space and Conservation
- Air Quality
- Public Safety
- Noise
- Community Design
- Public Services, Facilities, and Utilities
- Human Resources

Santa Clarita is located in north Los Angeles County, generally to the east of Interstate 5 and west of State Route 14 (see Exhibit 1). The municipal city limits currently contain approximately 39.7 square miles of land area. The General Plan will apply to the 106,839 acres within the City of Santa Clarita planning area, which includes the city itself and several communities in the surrounding unincorporated areas that are within the city's planning area.



07200002-June 1990



*Regional Location  
Santa Clarita General Plan*

Exhibit 1



June 29, 1990

Page 2

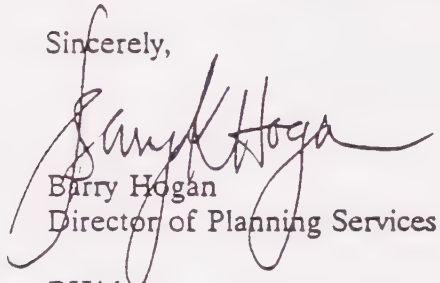
The potential environmental effects of the project have been identified on the attached copy of the Initial Study Checklist. A brief discussion of each issue area follows the checklist. According to the time limits mandated by state law, your response must be sent at the earliest possible date, but not later than August 2, 1990. All comments should be in writing.

Please send your responses to:

Lynn Harris, Director of Community Development  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, California 91355  
(805) 255-4330

Please include the name of a contact person who can discuss your organization's concerns.

Sincerely,

A handwritten signature in dark ink, appearing to read "Barry Hogan", is written over the typed name and title.

Barry Hogan  
Director of Planning Services

BH/ck

Enclosure

JN 720-0002

## ENVIRONMENTAL CHECKLIST FORM

### I. Background

1. Name of Proponent: City of Santa Clarita
2. Address and Phone Number of Proponent: 23920 Valencia Boulevard  
Suite 300  
Santa Clarita, California 91355  
(805) 255-4330
3. Date Checklist Submitted: June 29, 1990
4. Agency Requiring Checklist: City of Santa Clarita
5. Name of Proposal, if applicable: General Plan

### II. Environmental Impacts

(Explanations of all answers are provided on attached sheets.)

- | 1. <b>Earth.</b> Will the proposal result in:   | <u>Yes</u> | <u>Maybe</u> | <u>No</u> |
|---|------------|--------------|-----------|
| a. Unstable earth conditions or in changes in geologic substructures?   | ___        | <u>x</u>     | ___       |
| b. Disruptions, displacements, compaction or overcovering of the soil?  | <u>x</u>   | ___          | ___       |
| c. Change in topography or ground surface relief features?  | <u>x</u>   | ___          | ___       |
| d. The destruction, covering or modification of any unique geologic or physical features?   | ___        | <u>x</u>     | ___       |
| e. Any increase in wind or water erosion of soils, either on or off the site?   | ___        | <u>x</u>     | ___       |
| f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? | ___        | <u>x</u>     | ___       |
| g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?   | <u>x</u>   | ___          | ___       |

2.	<b>Air.</b> Will the proposal result in:	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
	a. Substantial air emissions or deterioration of ambient air quality?	<u>x</u>	—	—
	b. The creation of objectionable odors?	—	—	<u>x</u>
	c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	—	—	<u>x</u>
3.	<b>Water.</b> Will the proposal result in:			
	a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	—	—	<u>x</u>
	b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	<u>x</u>	—	—
	c. Alterations to the course of flow of flood waters?	<u>x</u>	—	—
	d. Change in the amount of surface water in any water body?	—	<u>x</u>	—
	e. Discharge into surface waters, or in any alterations of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	—	<u>x</u>	—
	f. Alteration of the direction or rate of flow of ground waters?	—	<u>x</u>	—
	g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	—	<u>x</u>	—
	h. Substantial reduction in the amount of water otherwise available for public water supplies?	—	<u>x</u>	—
	i. Exposure of people or property to water related hazards such as flooding or tidal waves?	—	<u>x</u>	—
4.	<b>Plant Life.</b> Will the proposal result in:			
	a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops and aquatic plants)?	<u>x</u>	—	—

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Reduction of the number of any unique, rare or endangered species of plants?	___	<u>x</u>	___
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	___	<u>x</u>	___
d. Reduction in acreage of any agricultural crop?	___	___	<u>x</u>
<b>5. Animal Life.</b> Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	<u>x</u>	___	___
b. Reduction of the number of any unique, rare or endangered species of animals?	___	<u>x</u>	___
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	___	<u>x</u>	___
d. Deterioration to existing fish or wildlife habitat?	___	<u>x</u>	___
<b>6. Noise.</b> Will the proposal result in:			
a. Increases in existing noise levels?	<u>x</u>	___	___
b. Exposure of people to severe noise level?	___	<u>x</u>	___
<b>7. Light and Glare.</b> Will the proposal produce new light and glare?	<u>x</u>	___	___
<b>8. Land Use.</b> Will the proposal result in a substantial alteration of the present or planned land use of an area?	<u>x</u>	___	___
<b>9. Natural Resources.</b> Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	<u>x</u>	___	___
b. Substantial depletion of any nonrenewable natural resource?	___	<u>x</u>	___



	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
10. <b>Risk of Upset.</b> Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemical or radiation) in the event of an accident or upset conditions?	—	<u>x</u>	—
b. Possible interference with an emergency response plan or an emergency evacuation plan?	—	—	<u>x</u>
11. <b>Population.</b> Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	<u>x</u>	—	—
12. <b>Housing.</b> Will the proposal affect existing housing, or create a demand for additional housing?	<u>x</u>	—	—
13. <b>Transportation/Circulation.</b> Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	<u>x</u>	—	—
b. Effects on existing parking facilities, or demand for new parking?	<u>x</u>	—	—
c. Substantial impact upon existing transportation systems?	<u>x</u>	—	—
d. Alterations to present patterns of circulation or movement of people and/or goods?	<u>x</u>	—	—
e. Alterations to waterborne, rail or air traffic?	—	<u>x</u>	—
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	—	<u>x</u>	—
14. <b>Public Services.</b> Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:	<u>x</u>	—	—
a. Fire protection?	<u>x</u>	—	—
b. Police protection?	<u>x</u>	—	—
c. Schools?	<u>x</u>	—	—
d. Parks or other recreational facilities?	<u>x</u>	—	—

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
e. Maintenance of public facilities, including roads?	<u>x</u>	—	—
f. Other governmental services?	<u>x</u>	—	—
15. <b>Energy.</b> Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	<u>x</u>	—	—
b. Substantial increase in demand upon existing sources or energy, of require the development of new sources of energy?	<u>x</u>	—	—
16. <b>Utilities.</b> Will the proposal result in a need for new systems, or substantial alterations to the following utilities?			
a. Power or natural gas?	<u>x</u>	—	—
b. Communications system?	<u>x</u>	—	—
c. Water?	<u>x</u>	—	—
d. Sewer or septic tanks?	<u>x</u>	—	—
e. Storm water drainage?	<u>x</u>	—	—
f. Solid waste and disposal?	<u>x</u>	—	—
17. <b>Human Health.</b> Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	—	—	<u>x</u>
b. Exposure of people to potential health hazards?	—	<u>x</u>	—
18. <b>Aesthetics.</b> Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	—	<u>x</u>	—
19. <b>Recreation.</b> Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	—	—	<u>x</u>
20. <b>Cultural Resources.</b>			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	—	<u>x</u>	—

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	_____	<u>  x  </u>	_____
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	_____	<u>  x  </u>	_____
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	_____	_____	<u>  x  </u>

21. Mandatory Findings of Significance.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	_____	<u>  x  </u>	_____
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	_____	<u>  x  </u>	_____
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	<u>  x  </u>	_____	_____
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	_____	<u>  x  </u>	_____

#### IV. Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. \_\_\_\_\_

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED. \_\_\_\_\_

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.   x  

June 29, 1990

Date

\_\_\_\_\_  
Signature

For City of Santa Clarita



### III. Discussion of Environmental Evaluation

#### 1. Earth

1b, 1c, 1g: Yes. Implementation of the land use element of the proposed General Plan will likely result in changes in topography or ground surface features in the planning area. Development may also cause disruption, compaction, or overcovering of the soil. Both small- and large-scale development could cause these changes. Building could occur near geologic hazard areas that could expose people or property to earthquakes, landslides, or other hazards.

1a, 1d, 1e, 1f: Maybe. Implementation of the General Plan could result in development of some areas that are subject to unstable earth conditions. Excavation and grading activities have the potential to modify unique physical features and increase wind or water erosion. If development occurs near the Santa Clara River or Castaic Lake, changes in siltation or erosion may occur due to changes in runoff patterns. Site-specific grading studies, soil reports, hydrology studies, and geology reports will be required prior to construction to determine potential impacts.

#### 2. Air

2a: Yes. The increase in development and population anticipated by the General Plan will result in substantial increases in air emissions and cause deterioration of ambient air quality.

2b, 2c: No. Development is not expected to create objectionable odors. Development will not be of sufficient size or intensity to alter the air movement, moisture, or temperature of the area.

#### 3. Water

3b, 3c: Yes. The development of previously undeveloped areas allowed under the proposed General Plan will likely cause changes in drainage patterns and surface runoff. Development may also alter the course of flood waters.

3d, 3e, 3f, 3g, 3h, 3i: Maybe. Changes in drainage and runoff that will occur with development could change the amount of surface water in streams or other water bodies that receive runoff. This runoff could also alter the water quality of the receiving water body. The expected growth in population could increase groundwater withdrawals and reduce the quantity of local groundwater supplies. If large amounts of groundwater are pumped, the direction and/or rate of flow of groundwater could be affected. Increases in private uses of groundwater could potentially reduce the amount of water otherwise available for public water supplies. Development that occurs adjacent to the Santa Clara River, its major tributaries, or the Castaic Lake Dam could expose people or property to potential water-related hazards, such as flooding.

3a: No. Development allowed by the proposed General Plan will not be of sufficient intensity or size to cause an alteration in the direction of water movements.

#### 4. Plant Life

4a: Yes. Implementation of the proposed General Plan will cause a reduction in the diversity or number of plant species found in the Santa Clarita planning area.

4b, 4c: Maybe. The proposed plan has the potential to reduce the number of unique, rare, or endangered species of plants, and could introduce new species of plants through ornamental landscaping or other habitat disturbances.

4d: No. The proposed plan will not induce any changes to existing agricultural lands.

## **5. Animal Life**

5a: Yes. Implementation of the proposed General Plan could cause a reduction in the diversity or number of animal species found in the planning area.

5b, 5c, 5d: Maybe. Land use determinations in the proposed plan could result in a change in the diversity or number of animal species, some of which could be considered unique or endangered. Development could result in barriers to animal migration and/or cause the deterioration of existing fish or wildlife habitat.

## **6. Noise**

6a: Yes. Noise increases will be generated by temporary construction and grading activities and the generation of traffic. These and other sources of noise will cause an increase in ambient noise levels in some parts of the planning area.

6b: Maybe. Severe noise levels may occur in some areas for short periods of time. Further noise studies will be needed to determine specific impacts.

## **7. Light and Glare**

7a: Yes. New development allowed under the General Plan could result in new light and glare, depending on the building materials used and the direction and intensity of night lighting.

## **8. Land Use**

8a: Yes. Land use determinations allowed by the General Plan could alter the existing land use patterns of portions of the planning area.

## **9. Natural Resources**

9a: Yes. The growth in population and commercial uses anticipated in the General Plan will cause an increase in the rate of use of natural resources, as these activities will need building materials and energy.

9b: Maybe. Activities encouraged by the General Plan could result in substantial depletion of the local supply of one or more natural resources. Further study is required to determine specific impacts.

## **10. Risk of Upset**

10a: Maybe. The nature of industrial and commercial activities allowed under the General Plan have the potential to cause a risk of explosion.

10b: No. The provisions of the proposed General Plan will serve to increase public safety and will therefore not interfere with emergency response or evacuation plans.

## **11. Population**

11a: Yes. The proposed General Plan will allow residential, commercial, and industrial development which could result in a change in the density and growth rate of the local population.

## **12. Housing**

12a: Yes. The expected growth in population and employment allowed under the General Plan will create a demand for additional housing in the Santa Clarita Valley.

## **13. Transportation**

13a, 13b, 13c, 13d: Yes. Development induced by, or allowed under, the proposed General Plan will generate substantial additional vehicular traffic. This additional traffic will affect the demand for parking facilities and will impact local and subregional transportation systems.

13e, 13f: Maybe. The increased traffic anticipated in the planning area could increase traffic hazards to vehicles, bicyclists, or pedestrians. Existing and planned transportation systems for the area could alter patterns of rail or air traffic.

## **14. Public Services**

14a, 14b, 14c, 14d, 14e, 14f: Yes. The growth anticipated in the proposed General Plan will result in the need for additional fire and police protection, schools, parks and recreational facilities, and maintenance of roads and other facilities. The plan indicates the need for increases in many of these services to adequately serve the existing and projected population.

## **15. Energy**

15a, 15b: Yes. Development induced by or approved under the General Plan could require the use of substantial amounts of fuel or energy. Development could also substantially increase demand upon existing energy sources.

## **16. Utilities**

16a, 16b, 16c, 16d, 16e, 16f: Yes. The growth anticipated in the planning area will likely result in the need for modifications to existing public utilities or the construction of new facilities.

## **17. Human Health**

17b: Maybe. There is some potential for exposure of people to health hazards, depending upon the locations of sensitive land uses.

17a: No. The provisions of the General Plan will not create any health hazards or potential health hazards.

## **18. Aesthetics**

18a: Maybe. The Community Design Element of the proposed General Plan will define those scenic views to be protected. However, development could result in the obstruction of some views from some locations or the creation of aesthetically unpleasant views.



## **19. Recreation**

19a: No. Implementation of the Parks and Recreation Element of the proposed General Plan will result in an increase in recreational opportunities in the Santa Clarita planning area.

## **20. Cultural Resources**

20a, 20b, 20c: Maybe. The proposed General Plan could allow development in some previously undeveloped areas. Excavation and grading activities could uncover prehistoric or historic archaeological sites and possibly cause their alteration or destruction. Land use objectives could result in adverse impacts on prehistoric or historic structures. Physical changes caused by development have the potential to affect ethnic cultural values.

20d: No. There are no known existing religious or sacred uses within the planning area that will be impacted by the proposed General Plan.

## **21. Mandatory Findings of Significance**

21c: Yes. The environmental impacts caused by implementation of the proposed General Plan could be cumulatively considerable because of the number of impacts that could result throughout the planning area.

21a, 21b, 21d: Maybe. Despite controls on development, the land use changes that could occur with General Plan implementation have the potential to degrade the quality of the environment, adversely impact the habitat of plant or animal species, or alter or eliminate examples of California history or prehistory.

While the provisions of the General Plan are intended to integrate both short-term and long-term environmental goals, some degradation of the environment may occur due to city development over the life of the plan. For example, projected growth in the area will impact air quality and transportation, in addition to impacting natural resources. The plan's objectives are to protect against substantial environmental effects of anticipated development on the local population.



**APPENDIX B**

**RESPONSES TO NOTICE OF PREPARATION**



# CASTAIC LAKE WATER AGENCY

A Public Agency Established 1962

## DISTRIBUTING SUPPLEMENTAL WATER FROM THE CALIFORNIA WATER PROJECT

### DIRECTORS

Charles J. Brogan  
H. G. Callowhill  
Mary R. Spring  
E. G. "Jerry" Gladbach  
Robert J. DiPrimio  
Joe R. Whiteside  
W. J. Manetta  
Dan Masnada  
Bill J. Thompson  
Jim Gates  
Gary J. Hartley

COMMUNITY DEVELOPMENT  
CITY OF SANTA CLARITA

GENERAL MANAGER  
Robert C. Sagehorn

ATTORNEY  
Robert H. Clark

BOARD SECRETARY  
Betty L. Castleberry

July 3, 1990

FBW 7/6  
GCS 7/18 → Passes  
BKH - on to GR  
OSW!

Lynn Harris  
Director of Community Development  
City of Santa Clarita  
23920 Valencia Blvd., Suite 300  
Santa Clarita, CA 91355

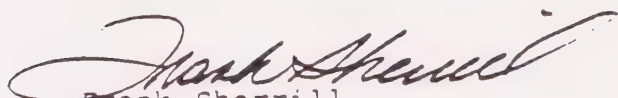
Ref: Draft Environmental Impact Report  
Santa Clarita General Plan

We have received the Notice of Preparation of this Draft E.I.R., and we have reviewed the Initial Study Checklist.

As a public agency engaged in the supply, at wholesale, of municipal and industrial water, areas of our particular interest include water; land use; population; and utilities. The evaluations of potential impacts of these areas indicated in your Initial Study appear to be entirely appropriate.

We would appreciate the opportunity to review the Draft E.I.R. when it has been completed. Our contact person will be Frank Sherrill, Staff Engineer.

Sincerely,



Frank Sherrill  
Staff Engineer

FS:ljf





CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—  
LOS ANGELES REGION101 CENTRE PLAZA DRIVE  
MONTEREY PARK, CALIFORNIA 91754-2156  
(213) 266-7500

RECEIVED

JUL 24 1990

COMMUNITY DEVELOPMENT  
CITY OF SANTA CLARITA

July 13, 1990

File: 700.395

Lynn Harris  
City of Santa Clarita  
Department of Community Development  
23920 Valencia Blvd., Suite 300  
Santa Clarita, CA 91355NOTICE OF PREPARATION - GENERAL PLAN.  
SCH#90010638: CITY OF SANTA CLARITA

We have reviewed the subject document regarding the proposed project.

We would like to see a discussion in the EIR of the increased generation of sewage and/or waste water under this new plan, as compared to the existing plan, and how the city plans to handle it.

Thank you for this opportunity to review your document. If you have any questions, please contact Eugene C. Ramstedt at (213) 266-7553.

A handwritten signature in cursive script that reads "John L. Lewis".

JOHN L. LEWIS, Unit Chief  
Technical Support Unit

cc: Garrett Ashley, State Clearinghouse



South Coast  
AIR QUALITY MANAGEMENT DISTRICT

9150 FLAIR DRIVE, EL MONTE, CA 91731 (818) 572-6200

RECEIVED

JUL 24 1990

COMMUNITY DEVELOPMENT  
CITY OF SANTA CLARA

July 20, 1990

Lynn Harris  
City of Santa Clarita  
23920 Valencia Blvd., Suite 300  
Santa Clarita, CA 91355

Notice of Preparation of a Draft Environmental Impact Report for City of Santa  
Clarita General Plan

District No. LAC900702-01

Dear Ms. Harris:

Thank you for the opportunity to comment on the above referenced environmental document. District staff has reviewed and assessed potential impacts that may result from the above referenced project.

Preliminary staff assessment indicates that the proposed project may adversely affect air quality. Appropriate mitigation measures should be incorporated into the proposed project to reduce air quality impacts to insignificant level. Refer to the District's "Air Quality Handbook for Preparing Environmental Impact Reports" to assess and mitigate adverse air quality impacts.

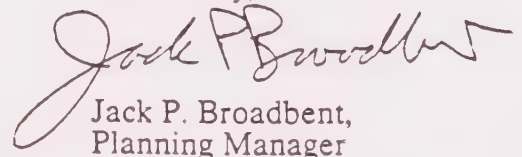
Upon completion of the Draft Environmental Impact Report, please forward a copy to:

South Coast Air Quality Management District  
Planning Division  
9150 Flair Drive  
El Monte, CA 91731

Attn: EIR Review Section

If you have any questions, please call me at (818) 307-1519.

Yours truly,

  
Jack P. Broadbent,  
Planning Manager

JPB:SS:CNI

(al:Juneltrs)

## DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012  
TDD (213) 620-3550

RECEIVED

JUL 30 1990

COMMUNITY DEVELOPMENT,  
CITY OF SANTA CLARITA

(213) 620-2376

July 26, 1990

IGR/CEQA  
City of Santa Clarita  
NOP - DEIR  
City of Santa Clarita  
Comprehensive General Plan  
Vic LA-126-R5.84

Ms. Lynn Harris  
Director of Community Development  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, CA 91355

Dear Ms. Harris:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. Items which should be covered for the project include, but are not limited to:

- A. Trip generation/distribution including the method used to develop the percentages and assignment.
- B. ADT, AM and PM peak-hour volumes for both the existing and future conditions.
- C. An analysis of future conditions which include project traffic and the cumulative traffic generated for all approved developments in the area.
- D. Consideration should be given to providing mitigation for congestion relief. Any mitigation proposed should be fully discussed in the document. These discussions should include, but not be limited to, the following:
  - \* financing
  - \* scheduling considerations
  - \* implementation responsibilities
  - \* monitoring
- E. Consideration should be given to requiring developer contributions or fair-share funding for transportation improvements on State facilities.

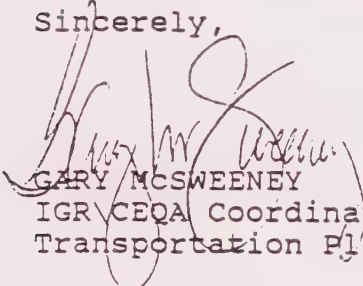
Ms. Lynn Harris  
Page 2  
July 26, 1990

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Gary McSweeney  
District 7 IGR\CEQA Coordinator  
Transportation Planning & Analysis Branch  
120 So. Spring Street  
Los Angeles, CA 90012

Thank you for this opportunity to comment. If you have any questions regarding these comments, contact Ms. Shigeko Shimokubo of my staff at (213) 620-4369.

Sincerely,



GARY MCSWEENEY  
IGR\CEQA Coordinator  
Transportation Planning & Analysis Branch

cc: State Clearinghouse





COUNTY OF LOS ANGELES  
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

RECEIVED

AUG 06 1990

COMMUNITY DEVELOPMENT,  
CITY OF SANTA CLARITA  
ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

August 1, 1990

IN REPLY PLEASE  
REFER TO FILE:

WM-2

Ms. Lynn Harris  
Director of Community Development  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, CA 91355

Dear Ms. Harris:

NOTICE OF PREPARATION ON DRAFT ENVIRONMENTAL IMPACT  
REPORT - CITY OF SANTA CLARITA

.Thank you for the opportunity to review the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) for the General Plan for the City of Santa Clarita. We have received the NOP and have the following comments:

✓ Current estimates indicate there will be a shortage in the solid waste land disposal capacity in Los Angeles County as early as 1991. The expected growth in population allowed under the General Plan may adversely impact the existing solid waste facilities in Los Angeles County. Recycling, waste reduction, and other mitigations measures should be addressed in the DEIR in order to meet the requirements of Public Resources Code, Section 40000 (AB 939).

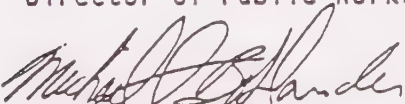
✱ The existing hazardous waste management facilities in the County are inadequate to handle the hazardous waste currently being generated. Additional development could generate hazardous and household hazardous waste which could adversely impact existing facilities. Mitigation measures should be addressed.

Mitigation measures for chemical spills and leaks should be included in the DEIR. Any impacts which may affect the quality of discharge in storm water facilities should be discussed and mitigated.

If you have any questions regarding this matter please contact Mr. Michael J. Bohlander at the above address or at (818) 458-3551.

Very truly yours,

T. A. TIDEMANSON  
Director of Public Works

  
Michael J. Bohlander  
Supervising Civil Engineer II  
Waste Management Division

CS:tp(2)/NOP



# COUNTY OF LOS ANGELES

## FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE  
LOS ANGELES, CALIFORNIA 90063

RECEIVED

AUG 20 1990

COMMUNITY DEVELOPMENT  
CITY OF SANTA CLARITA

(213) 267-2481

P MICHAEL FREEMAN  
FIRE CHIEF  
FORESTER & FIRE WARDEN

August 16, 1990

Lynn Harris, Director of Community Development  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 300  
Santa Clarita, CA 91355

Dear Ms. Harris:

SUBJECT: ENVIRONMENTAL IMPACT REPORT -- (SANTA CLARITA)  
SANTA CLARITA GENERAL PLAN (NORTH LOS ANGELES  
COUNTY, EAST TO INTERSTATE 5 AND WEST OF STATE  
ROUTE 14)

### SERVICE RESPONSIBILITY

Due to the fact that only limited information is available on this project at the present time, we are not able to respond completely as to how this project will affect our Department. We would like to reserve the right to respond further at a future date when more specific information is available. However, we would like to address the following areas at this time:

### DESIGN AND CONSTRUCTION

The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.

Fire flows of 1,250 gallons per minute at 20 pounds per square inch residual pressure for a two-hour duration will be required for the single-family detached homes, and fire flows of up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for a five-hour duration will be required for commercial and industrial projects.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF

AGOURA HILLS  
ARTESIA  
AZUSA  
BALDWIN PARK  
BELL  
BELLFLOWER

BRAEBURY  
CARSON  
CERRITOS  
CLAREMONT  
COMMERCE  
DUCARY

DUARTE  
GLENDOORA  
HAWAIIAN GARDENS  
HIDDEN HILLS  
HUNTINGTON PARK  
INDUSTRY

LA CANADA FLINTRIDGE  
LAKEWOOD  
LA MIRADA  
LANCASTER  
LA PUENTE  
LAWDALE

MAYWOOD  
NORWALK  
PALMDALE  
PALOS VERDES ESTATES  
PARAMOUNT  
PICO RIVERA  
RANCHO PALOS VERDES

ROLLING HILLS  
ROLLING HILLS ESTATES  
ROSEMEAD  
SAN DIMAS  
SANTA CLARITA  
SIGNAL HILL  
SOUTH EL MONTE

SOUTH GATE  
TEMPLE CITY  
WALNUT  
WEST HOLLYWOOD  
WESTLAKE VILLAGE  
WHITTIER

Lynn Harris, Director of Community Development  
August 16, 1990  
Page 2

Final fire flow will be based on the size of the building, its relationship to other structures, property lines, and the type of construction used.

Fire Department requirements for access, fire flow and hydrants are addressed when approval for tentative subdivision maps are considered.

#### FORESTRY DIVISION

The statutory responsibilities of the Forestry Division are the areas of rare and/or endangered species of vegetation, potential soil erosion and the control of same and the County Oak Tree Ordinance.

The vegetation analysis should address any rare, endangered or sensitive plant species that exists in the project area. The preservation of any of these species by relocation or construction around them should be fully explained in the Environmental Impact Report. Various species of oak trees are present in this area and either the city, or County Oak Tree Ordinance will apply. Mitigation concerning these ordinances will have to be fully explained in the Environmental Impact Report. The Environmental Impact Report should also contain a copy of the Oak Tree Permit application and the report.

The soil types of the project site vary from moderate to very high in erosion potential, with moderate to rapid runoff. Any expected increase in soil erosion, water or mud flow will have to be addressed in the Environmental Impact Report with mitigating measures. Mitigation should consider at least the following:

1. Providing facilities/structures to conserve runoff on each parcel.
2. Treatment of runoff from parking lots and roadways to reduce non-point source groundwater pollution.

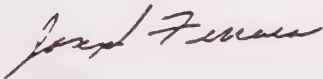
Lynn Harris, Director of Community Development  
August 16, 1990  
Page 3

3. Watercourses and flood channels should be capable of containing a 100-year storm from the project to the terminus of the watershed.
4. Water conserving landscape and irrigation methods should be utilized to reduce pumping of groundwater.
5. Open space and/or buffer areas should be managed to maintain fire safety and provide erosion and runoff control.

If you have any additional questions, please feel free to call me at (213) 267-2481.

Very truly yours,

P. MICHAEL FREEMAN



BY  
JOSEPH FERRARA, CHIEF, FORESTRY DIVISION  
PREVENTION AND CONSERVATION BUREAU

JF:lc



APPENDIX C

COMMENTS ON THE DRAFT EIR



## APPENDIX D

### MITIGATION MONITORING PLAN





# MITIGATION MONITORING PROGRAM

## INTRODUCTION

The California Public Resources Code was amended effective January 1, 1989, to add Section 21081.6, implementing AB 3180. This section requires a public agency to prepare and adopt a monitoring and reporting program for assessing and ensuring the implementation of mitigation measures identified in an environmental impact report.

The following mitigation monitoring program brings together all of the mitigation measures identified for each of the individual environmental issues analyzed in the City of Santa Clarita General Plan Draft Environmental Impact Report. It also identifies implementation measures and timelines. Because the majority of the mitigation measures are General Plan policies and implementation measures, the monitoring program will focus on the City's compliance with the General Plan policies and programs.

## MONITORING PROGRAM

The mitigation monitoring program requires several measures to assess and report on the implementation of the required mitigation measures. These procedures will be the responsibility of the City of Santa Clarita Community Development Department, with assistance from other city departments for technical information and staff time as necessary.

1. The Community Development Department shall report on the general progress of General Plan policies and implementation programs in an annual report to the City Council. This annual report is currently required by state law. In the report, the Community Development Director shall review how well the implementing programs are meeting the goals, policies, and requirements of the General Plan.
2. The Community Development Department shall prepare, and the Planning Commission and City Council shall approve, the city's Zoning Ordinance (including the zoning map), Subdivision Ordinance, and Grading Ordinance within 2 years of General Plan adoption. Together

### *Mitigation Monitoring Program*

these ordinances shall form the city's Development Code. The Development Code shall contain all building and development standards relating to zoning, subdivisions, landscaping, and general grading that are required in the mitigation measures.

3. The Community Development Department shall prepare, and the Planning Commission and City Council shall approve, the Hillside Ordinance and Noise Ordinance within 2 years of General Plan adoption. All mitigation measures requiring noise standards and hillside development and preservation standards shall be contained in these ordinances.
4. The Community Development Department shall prepare a separate report on the progress of the implementation of programs contained within the General Plan Housing Element. This report is intended to satisfy state requirements and provide information for housing element updates which are required every 5 years.
5. The Community Development Department shall coordinate with special districts both within and outside the city that have jurisdiction or responsibility for specific issues. The City will coordinate with the local fire district, water districts, sewer and sanitation districts, and school districts to make sure development within the planning area is coordinated with the provision of services. The City will also coordinate with county and regional governmental agencies to assess compliance with regional transportation and air quality goals. The Community Development Department shall report to the City Council on all coordination activities annually, beginning 2 years after General Plan adoption.
6. The Community Development Department shall coordinate with other city and county departments to incorporate infrastructure improvements required by mitigation measures into the City's Capital Improvement Program within 4 years after General Plan adoption.

The Community Development Department shall also prepare an annual report on the General Plan policies and other measures used as action-oriented mitigation measures. This report shall give the status of the measures and will describe how compliance has been or will be accomplished.

## *Mitigation Monitoring Program*

A master list of the mitigation measures required in the environmental impact report follows.

### **EARTH**

#### **Topography and Soils**

The policies of the Open Space and Conservation Element include several measures to protect major geological features in the Santa Clarita planning area. Assuming full implementation of these policies, the significant adverse impacts of development will be mitigated. These include:

- Policies 1.1 and 1.3 to utilize significant landforms as open space areas and incorporate clustered development to minimize disruption of these features.
- Policy 1.10 to implement grading standards to minimize adverse impacts to and foster replication of naturally recurring landforms.
- Policy 2.1 to adopt a ridgeline preservation ordinance that identifies primary and secondary ridgeline to be preserved as open space.
- Policy 2.2 to utilize a slope rating system to identify development suitability and establish guidelines for grading and development practices.
- Policy 2.4 to provide for scenic vista points and protect ridgelines with sensitive development techniques.
- Policy 4.13 to support the prohibition of off-road vehicles in restricted areas within the national forest, open space areas, and protected parklands.
- Policy 5.1 to integrate natural hazard areas, such as seismic fault zones and unstable soils, into the open space network.



**Seismic and Geologic Hazards**

The Public Safety Element contains goals and policies directly involved with the protection of people and property from natural hazards such as earthquakes, landslides, and floods. These policies and implementation plans will act as mitigation measures for potential adverse effects from seismic and geologic hazards that could be experienced during development. The state requires that all new structures be built according to earthquake standards contained in the Uniform Building Code. The state also requires that each city inventory its existing unreinforced concrete buildings and develop mitigation programs to improve their structural safety.

Full implementation of the following policies from the Public Safety Element relating to seismic and geologic hazards further mitigate the impacts of development.

- Policy 1.2 to prepare a comprehensive emergency preparedness plan.
- Policy 1.3, to require geotechnical studies for development proposals, as appropriate.
- Policy 1.4, to work with the California Division of Mines and Geology to review development proposals located within or adjacent to the Alquist-Priolo Special Studies Zone, along the San Gabriel Fault, and other potentially active faults.
- Policy 1.5, to assist developers in obtaining technical and policy information regarding seismic hazards and maintain a list of qualified geotechnical consultants.
- Policy 1.6, to review the use of seismic design criteria and standards for transmission lines, water and sewage systems, and highways to ensure adequate public protection and determination and mitigate system weaknesses where feasible.
- Policy 1.8, to review development proposals located in or adjacent to areas of soil instability and steep slopes to determine appropriate intensification of development and necessary structural design.



### *Mitigation Monitoring Program*

- Policy 1.12, all structures should meet or exceed required earthquake resistant design standards.
- Policy 1.13, to develop hillside grading standards to minimize the hazards of erosion and slope failure.
- Policies 2.2 and 5.1 of the Open Space and Conservation Element, described under topography and soils, will also help mitigate seismic and geologic hazards.

## **AIR QUALITY**

The policies of the Air Quality Element include several measures to protect and enhance ambient air quality and reduce emissions.

- Policy 9.1 will increase public awareness of air quality issues through the promotion of educational programs.

### **Stationary Emissions**

- Policies 1.1 and 1.2 will coordinate community planning with local, regional, state, and national efforts to implement clean air objectives.
- Policy 7.1 to encourage low-polluting building and construction methods and materials.
- Policies 8.1 through 8.3 will minimize energy consumption, thereby, minimizing stationary air emissions.
- Policies 14.1 and 15.1 to protect residents and other sensitive receptors from exposure to toxic and unsafe levels of criteria air pollutants.
- Policy 15.2 to insure that new occupants of existing commercial and industrial buildings are in compliance with applicable SCAQMD rules and regulations.

**Mobile Emissions**

- Policies 1.1, 1.2, and 12.1 through 12.3, to encourage the regional coordination of air quality and transportation planning.
- Policies 2.1 through 2.5 provide specific transportation demand management techniques to reduce work and non-work vehicle trips.
- Policies 3.1 and 5.1 will maximize peak period travel efficiency by encouraging the diversion of commercial truck traffic to off-peak periods and by improving traffic flow.
- Policy 4.1 to promote local solutions to parking management.
- Policies 6.1, 10.1 and 10.2 promote land use criteria and design that minimize the dependence on private vehicles.
- Policies 11.1 and 11.2 to promote the use of alternative fuels for city and private vehicles.

In addition to the policies included in the Air Quality Element, the City of Santa Clarita should consider planning for mass transit corridors for future expansion of a regional rail transit network, subregional bicycle lane network, and facilities to promote telecommuting. The City should also implement flex-time schedules for City employees as required under Regulation 15 of the South Coast Air Quality Management District. Regulation XV also requires the adoption of an ordinance requiring transportation demand management programs for city offices and private businesses of a minimum size.

**WATER**

**Water Resources**

The Open Space and Conservation Element of the General Plan contains many policies that, with full implementation, will mitigate the potential adverse impacts of general plan implementation on water resources. These include:

### *Mitigation Monitoring Program*

- Policy 1.7 to revegetate graded areas with drought-resistant plant species.
- Policy 1.9 to establish the Santa Clara River and its tributaries as a major centralized open space corridor (see also Policies 4.5, 5.1, and 7.7).
- Policy 5.5 to encourage the use of flood control structures which maximize groundwater recharge and the use of floodways as native habitat.
- Policy 5.6 promoting the design of slope drainage concepts that provide measures for groundwater recharge.
- Policies 7.1 through 7.3 to cooperate with federal, state, and regional water resource planning programs and regulations to protect and preserve water quality and supply (see also Policy 7.10).
- Policy 7.4 which prohibits the flow of polluting chemicals or sediments into groundwater recharge areas.
- Policy 7.5 to identify and protect groundwater recharge areas.
- Policies 7.7 and 7.8 to utilize floodways for groundwater recharge or passive uses and to protect selected watersheds.
- Policy 7.9 to encourage local and regional wastewater recycling and thereby reduce the demand for fresh water supplies.
- Policy 7.11 which promotes water conservation through educational and other programs.
- Policy 7.12 to encourage the use of native and drought tolerant plant species for revegetation and landscaping.
- Policy 7.13 to protect groundwater quality through the establishment of a sanitary sewer system hook-up program required of all urban uses/densities.
- Policy 7.14 to monitor all industries whose operation or refuse is potentially contaminating to the water supply.
- Policy 7.15 which will establish and implement a citywide water conservation program.

Potential mitigations are also contained in Policy 1.2 of the Public Services, Facilities, and Utilities Element which calls for the city to work with service providers to determine standards for water supply and treatment. Policies 1.3 through 1.7 will help determine capacity and development restrictions and monitor water supply and infrastructure. Policy 1.8 promotes water conservation and reclamation to reduce water consumption in existing and future developments and minimize wastewater generation.

### **Drainage and Flooding**

Measures to mitigate the potential flood hazard and drainage impacts associated with general plan implementation are contained in several policies in the Open Space and Conservation and the Public Safety Elements. Full implementation of the following Open Space and Conservation policies, in addition to the policies noted under water resources above, will reduce these hazards.

- Policies 5.1 through 5.3 integrate floodways into open space networks, and prevent public exposure to flood hazards in recognized floodways unless sufficient mitigation is instituted.
- Policy 7.3 to support regulatory practices which prevent erosion and minimize pollutant content in surface runoff from urban development.

The policies from the Public Safety Element relating to flood and drainage impacts include the following:

- Policy 1.6, to review the use of seismic design criteria and standards for transmission lines, water and sewage systems and highways to ensure adequate public protection and determine and mitigate system weaknesses where feasible.
- Policy 1.9 to evaluate and review the potential for inundation from dam or levee failure from Castaic and Bouquet Reservoirs in the event of a major earthquake.



- Policy 1.10 which will promote open space and recreational uses in designated flood zones unless flood hazards can be adequately mitigated.

## **PLANT LIFE**

The Land Use Element of the general plan indicates that all SEAs within the planning area identified by Los Angeles County will be preserved. The city has also passed an oak tree preservation ordinance to protect this resource. The plan will limit development in the Santa Clara River floodplain, potentially preserving several plant and animal communities. The Open Space and Conservation Element contains a variety of policies relating to native plant life that could mitigate the impacts of development in the proposed general plan. These policies include:

- Policy 1.1 to utilize major environmental features within the planning area (such as significant vegetation and ecologically sensitive areas) as open space.
- Policy 1.5 to consolidate open space under a public trust to maintain viable natural ecosystems, and Policy 1.6 to provide for contiguous areas of open space.
- Policy 1.7 to revegetate graded areas with native, drought-resistant plant species and encourage the use of such plants in landscaping (see also Policy 7.12).
- Policy 3.1 which will incorporate standards for an Environmentally Sensitive Zone in the city's municipal zoning code.
- Policy 3.2 to encourage the preservation of oak woodlands, oak savannahs, and individually significant oak trees.
- Policy 3.3 will identify and protect areas of significant ecological value, including significant ecological habitats.
- Policy 3.5 to promote only compatible and, where appropriate, passive recreational uses in SEAs consistent with the specific needs and characteristics of each SEA as determined by field investigation.

### *Mitigation Monitoring Program*

- Policy 3.6 to promote programs to develop an understanding of and sensitivity to our biological environment.
- Policy 3.7 to promote the preservation of natural riparian habitat.
- Policy 5.5 encourages the use of floodways as native habitat.

Several policies contained in the Public Safety Element which limit development in areas sensitive to fire, flood, and other natural hazards will also help preserve areas of natural vegetation in the planning area. The full implementation of these policies will reduce the impact of development on the planning area's plant resources.

### **ANIMAL LIFE**

One of the most important methods of reducing the impacts of development on animal life is the preservation and protection of significant open space and habitat areas. Several policies in the Open Space and Conservation Element encourage the preservation or protection of these spaces by limiting the encroachment of human activities. Mitigation measures listed under plant life will also contribute to the protection of animal habitats. Full implementation of the following policies will lessen the impacts of land use changes on the planning area's animal life.

- Policy 1.6 to link buffer areas and provide for contiguous areas of open space.
- Policy 3.1 to incorporate standards for an Environmentally Sensitive Zone in the Zoning Ordinance.
- Policy 3.3 to identify and protect areas of significant ecological value, including significant ecological habitats.
- Policy 3.4 to consolidate open space areas that represent regionally significant wildlife corridors to promote continued wildlife productivity and diversity on a regional scale.
- Policy 3.6 to promote programs to develop an understanding of and sensitivity to the biological environment.

### *Mitigation Monitoring Program*

- Policy 5.5 to encourage the use of flood control structures which maximize groundwater recharge and the use of floodways as native habitat.
- Policy 7.7 to utilize floodways for the purpose of recreation, scenic relief, groundwater recharge, wildlife protection, and other compatible uses.

## **NATURAL RESOURCES**

A Mineral/Oil Conservation Area Overlay zone discussed in the Land Use Element is designed to protect oil producing fields and areas designated as significant mineral aggregate resource areas. In addition, several policies in the Land Use Element and the Open Space and Conservation Element could reduce the potential adverse impacts of city development on the area's natural resources. These include:

- Policy 1.3 to incorporate zoning standards to minimize disruption of natural resources.
- Policies 6.1 and 6.2 of the Open Space and Conservation Element, to use open space to buffer potentially valuable mineral resource and extraction areas from future residential and other sensitive land uses.
- Policy 6.3 to review mining operations on an ongoing basis to assure state of the art mitigation measures.
- Policy 6.4 which requires that mineral extraction operations provide and fund a plan to rehabilitate and reuse the extraction site once the resource minerals are exhausted.

## **CULTURAL RESOURCES**

Several policies in the Open Space and Conservation Element are included to ensure that development is conducted in a manner which will not have significant impacts on cultural and historic resources. These are as follows:

### *Mitigation Monitoring Program*

- Policy 10.1 to promote the preservation and rehabilitation of significant historic structures and architectural amenities through implementation of the Historic Preservation/Cultural Resources Ordinance.
- Policy 10.2 which considers relocation of valuable historic structures to Heritage Park whenever they are unavoidably endangered by incompatible development.
- Policy 10.3 to continue to support implementation programs established by the Santa Clarita Historical Society and others to identify and preserve historical sites.
- Policy 10.4 to establish development guidelines to identify and preserve significant archeological sites.
- Policy 10.5 to integrate historic sites with recreational and open space areas whenever possible.
- Policy 10.6 to incorporate historic sites into proposed development whenever possible in such a manner as to preserve the integrity of the site whenever possible.

The California State Assembly Bill AB 492 and the adoption of Appendix K in the CEQA Law and Guidelines provide direction with regard to mitigation, preservation, or salvage of significant archaeologic resources that are affected by development (OPR 1986). Mitigation measures identified in Appendix K are discussed in the background section of the Open Space and Conservation Element. This bill and appendix are appropriate for specific development projects.

### **NOISE**

The policies of the Noise Element include several measures to encourage proper land use and engineering design to minimize noise impacts within the planning area.

- Policy 1.1 will provide the City with a noise ordinance. This ordinance will provide noise thresholds for all land use designations, and should have a time-weighted penalty for evening and nighttime noise near sensitive uses. Specific design criteria for sensitive uses in high noise



### *Mitigation Monitoring Program*

areas should be included in the ordinance. Limitation of construction activities to specific times of day, and days of the week will minimize short-term impacts.

- Policies 1.2 and 1.4 will consider noise impacts in land use decisions and monitor information regarding current and projected noise levels.
- Policies 2.1 through 2.8 will minimize the noise impacts from traffic on highways and local streets.
- Policies 3.1 through 4.3 will provide specific measures to reduce noise in residential, commercial and industrial areas.
- Suggested implementations for the Noise Element include incorporating noise control requirements in the zoning ordinance and other applicable ordinances; completing detailed noise studies for some development projects adjacent to identified noise sources; and developing standard noise attenuation guidelines for all Circulation Element roads.

### **LIGHT AND GLARE/SHADE AND SHADOW**

Mitigation measures that should be considered are a solar setback for residential development (state law requires that all subdivisions have solar access) to minimize shading of adjacent homes in planned unit developments, discouragement of glass sheathed buildings having rounded glass corners in office parks, the use of articulated pavement in crosswalks in core areas, and adequate landscaping along transit corridors, entryways, and in parking areas. A city ordinance regulating illuminated signage and other artificial light sources should also be considered.

### **LAND USE**

The policies of the Land Use Element, when implemented, are designed to reduce adverse land use impacts associated with the implementation of the General Plan. The policies include:

### *Mitigation Monitoring Program*

- Policies 1.1 through 1.16, which are designed to achieve a well-balanced, financially sound, and functional mix of residential, commercial, industrial, open space, recreational, and institutional land uses. Policies include encouraging a broad range of housing types, promoting service and neighborhood commercial activities, providing employment opportunities, providing for convenient and sensitive location of intrusive land uses, the development of adequate parklands and recreational opportunities, and the retention of open space areas.
- Policies 2.1 through 2.7 to achieve a balanced physical environment through sensible land use planning and urban design, while establishing the City's role as a regional center. Policies focus on the development of town centers, commercial cores, and industrial centers to provide for convenience and the grouping of like development that may disturb more sensitive land uses.
- Policies 3.1 through 3.18 to ensure that development in the City is consistent with the overall community character and contributes to a positive City image. These policies deal with a framework of greenbelts and trails throughout the city, encourage appropriate landscaping, and promote the use of attractive designs and building materials in new development.
- Policies 4.1 through 4.6 to encourage land use and urban design that is sensitive to the City's environmental setting and habitat areas. The policies require that development permitted on or near significant ridgelines and natural areas be sensitively designed, and promote the protection of sensitive plant species such as oak trees.
- Policies 5.1 through 5.5 to protect and enhance the integrity of existing residential neighborhoods. Policies promote the rehabilitation of existing housing in Newhall, the maintenance of existing single- and multi-family neighborhoods, and housing to accommodate low and moderate income families and senior citizens.
- Policies 6.1 through 6.7 to promote orderly development practices and the provision of private and public capital improvements and services to support existing and future development. Facility improvements should precede or be coordinated with future development, school adequacy should be considered when evaluating development proposals, and annexation activities should be coordinated with growth management strategies.

## **POPULATION AND HOUSING**

The Housing Element as dictated by state law contains a "goals and policies" component. The goals and policies were developed by city staff, GPAC, the General Plan consultant, and recommendations by the Building Industry Association. These goals and policies are included to ensure that growth occurs in a manner which will not have significant impacts on public services, infrastructure, and the character of the community. These are guidelines set forth to promote the coordination and cooperation between various agencies in determining the direction of the growth.

Mitigation measures require adhering to the specific policies which fall under the housing goals. These policies include:

- Policies 1.1 through 1.6 to provide opportunities for the production of a range of new housing in the planning area to meet the needs of all income groups. Programs to implement these policies include flexible development standards, existing needs prioritization, specific plans and planned developments, manufactured housing, mixed-use developments, infill loan programs, specialty housing zones, infill transitional housing, and allowing for emergency housing with approved conditional use permits. Several of these are ongoing programs.
- Policies 2.1 through 2.3 to identify adequate housing sites which will be made available through appropriate zoning and development standards, and public services and utilities needed to facilitate residential development. Recommendations for implementing these policies include new and ongoing programs such as a land use database, the identification of publicly-owned land, periodic review of housing regulations, site acquisition for affordable housing, and considering the use of air rights of housing.
- Policies 3.1 through 3.11 to provide sites suitable for a variety of housing types for all income levels and assist in the development and provision of affordable and proportionally priced and sized homes to meet the needs of all community residents, including low and moderate income, large families, handicapped, female-headed households, and the elderly. Proposed and ongoing programs to implement these policies include increasing affordable housing programs, participation in state and federal programs, rental rehabilitation loans and grants, public facilities funding, density bonuses, tax free bonds, special housing need fee subsidization,



## *Mitigation Monitoring Program*

special needs prioritization, and provisions for disabled access to subdivisions.

- Policies 4.1 through 4.11 to maintain and improve the condition of the existing housing stock, particularly an affordable housing stock, where feasible. Ongoing and new implementation programs include a property maintenance ordinance, code enforcement, rehabilitation loans, emergency repair grants, demolition regulations, rehabilitation program targeting, and self-help programs.
- Policies 5.1 through 5.6 to address and remove governmental constraints to the maintenance, improvement, and development of housing where appropriate and legally possible. New and ongoing implementation programs include review of ordinances, assessments, and fees; enforcement of conditions of approval; balancing employment opportunities with housing supply; mobilehome ownership conversion; and "one-stop" permit processing.
- Policies 6.1 through 6.7 to promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, age, physical handicap, or color. Ongoing implementation programs include the support of fair housing education and outreach, public participation in housing plans, and the continued availability of information on housing policies and programs.
- Policies 7.1 through 7.4 to provide new housing opportunities which are sensitive to social, aesthetic, and environmental needs. Ongoing implementation programs include sensitive site design features and development review.
- Policies 8.1 through 8.3 to provide new housing opportunities in the City which are environmentally sensitive and energy efficient. Implementation programs include energy and water conservation programs, encouraging site design with low water utilization, and the identification of water resource areas.

The Public Services, Facilities, and Utilities Element contains several policies (1.1 through 1.18) that will serve as growth management policies to ensure the provision of utilities and services to housing developments. The location and rate of new development will be tied to the availability and capacity of water, sewers, electricity, natural gas, and other utilities and public services.



## **TRANSPORTATION**

The proposed Master Plan of Arterial Highways, the improvements proposed for the circulation system, and the implementation plans to support the goals and policies of the Circulation Element will reduce the adverse impacts of growth on the transportation network. The following policies address specific areas of the transportation network and will support the following General Plan goals: a safe and efficient circulation system; a safe, convenient and efficient public transportation system; promotion of transportation alternatives; provision of adequate parking facilities; and to advocate a regional transportation system. Specific measures include:

- Policies 1.1, 1.2, 1.5, 1.9, 1.10, 1.14, 1.18, and 1.19 to improve existing circulation facilities through appropriate levels of service, consistent street names, maximizing efficiency, providing appropriate levels of access to state highways and local major and secondary highways, and minimizing traffic flow through residential neighborhoods.
- Policy 1.4 to establish a Capital Improvement Program, which incorporates a funding program for construction of roadway improvements and priorities for funding.
- Policies 1.6 and 1.7 to continue to work cooperatively with County, regional, and state agencies to integrate the City's circulation system with surrounding systems and to develop and maintain planned roadways.
- Policy 1.8 to establish and maintain a computer-based methodology to regularly review future traffic projections as development occurs and land uses change.
- Policies 1.11, 1.15, 1.20, and 1.26 to establish standards and guidelines for trucks, supertrucks, hillside streets, roadway and intersection improvements, and freeway interchange increments to ease traffic flow.
- Policy 1.17 to seek alternative funding opportunities to provide adequate transportation and circulation facilities.
- Policy 1.22 to pursue and develop a Congestion Management Program to promote and ensure realistic and feasible traffic distribution and growth throughout the City of Santa Clarita and the general planning area.

### *Mitigation Monitoring Program*

- Policy 1.25 to establish a traffic impact "threshold of significance" condition which will require appropriate mitigation for projects contributing more than two percent to an existing LOS E or one percent to an existing LOS F.
- Policies 2.1 through 2.9 to promote a safe, convenient, and efficient transportation system that meets the needs of the City and planning area.
- Policies 3.1 through 3.3 to establish a Master Plan of Bikeways, provide local bikeways, and bicycle access to all public facilities, and Policy 4.5 to encourage enclosed bicycle lockers.
- Policies 3.4 through 3.7 to develop bus service and other alternatives to the personal automobile, including ride sharing.
- Policies 3.2 and 3.8 to integrate pedestrian walkways and consider the establishment of a pedestrian-only district.
- Policies 4.1 through 4.6 to provide for an adequate supply of off-street public and private parking to meet the needs of residents and visitors.
- Policies 5.1 through 5.3 to advocate the use of Transportation Demand Management and transit programs, and to work with transportation and other governmental agencies to coordinate transit efforts.

The City will prepare and adopt a separate implementation program which will contain projects, programs, proposed ordinances, and development guidelines and include priorities and schedules for adoption of various actions. The implementation program will be a dynamic document which will be updated periodically to reflect changing conditions, needs, and priorities. The implementation program will include, but will not be limited to, the following items:

- A valleywide traffic model developed with a consensus approach between the City, County, and SCAG which incorporates this model into a growth management and monitoring program
- Standards for right-of-way dedication and acquisition
- Roadway improvement standards and programs
- Bikeway and trail standards and programs

### *Mitigation Monitoring Program*

- A comprehensive zoning ordinance which includes standards for parking and access
- Transit improvement programs
- Congestion management programs
- Development agreements
- Capital improvement programs
- Transportation facility improvement financing programs

In addition, detailed traffic studies will be required for all projects proposed within or adjacent to travel corridors or intersections identified in this section as operating at LOS F (or another more conservative measure of deficiency). Any traffic impacts resulting from the proposed development must be fully mitigated, or the project will be required to complete the full EIR process.

Specific land use programs to carry out the Circulation Element goals and objectives could include promoting the location of specific facilities in concentrated areas. For example, regional attractions, such as major shopping and industrial centers, could be located along the perimeters of the planning area or off of freeway exits or major arterials. This would reduce the amount of traffic from outside the city that passes through local business districts or residential areas. Community shopping facilities could be located in a few concentrated areas to enable users to complete a number of transactions in one location. Similarly, neighborhood shopping facilities, such as grocery stores, dry cleaners, and drug stores, could be located in several small centers, grouping many destinations in a convenient location. Facilities should be located according to the location of probable users where possible. These actions, in addition to the other provisions of the implementation program, will reduce the traffic impacts associated with



new development under the General Plan. However, funding of traffic improvements may not keep pace with the growth in traffic. It is likely that there will be a time-lag between the need for improvements and their implementation.

## **RISK OF UPSET/HUMAN HEALTH AND SAFETY**

The policies of the Public Safety Element include several measures to encourage proper land use and engineering design to minimize public safety impacts within the planning area.

- Policies 1.1 through 1.13 provide specific measures to minimize damage and hazards to development from natural hazards, including seismic activity, geologic hazards, and flooding.
- Policy 2.1 provides for the implementation of emergency preparedness plans and programs to make the planning area more self-sufficient in the event of a major emergency. All segments of the community and local government should be involved in the development of plans and programs.
- Policies 3.1 through 3.10 provide specific measures to minimize fire danger within the planning area. Direction from the fire department and adherence to State and Federal fire codes will provide minimum standards of adequacy for fire ordinances.
- Policies 4.1 through 4.5 provide specific measures to minimize levels of risk to people and property from hazardous waste. Policies include working with the fire department and other agencies to identify hazards, promoting safe transport of hazardous materials, reviewing operation and closure of oil fields and hazardous waste facilities, restricting certain hazardous land uses, and continuing to study the electromagnetic effects of high tension lines.

A series of measures to implement these policies is also contained in the Safety Element, ranging from the amendment of existing codes and ordinances to establishing communitywide emergency preparedness plans.



## **PUBLIC SERVICES**

One of the goals of the General Plan is to increase public services at a pace consistent with new development. The policies of the Public Services, Facilities, and Utilities Element support this goal. If fully implemented, the following policies will minimize the adverse impacts of growth on the provision of public services:

- Policies 1.1, 1.2, and 1.3 to determine service standards and maintain records of the capacity and availability of public services.
- Policy 1.4 to monitor the individual and cumulative impact of development on service capacities, and use the information to facilitate improvements.
- Policy 1.5 to require that new development be prohibited or delayed if required public services cannot be provided within a reasonable time period.
- Policy 1.14 to encourage the County to evaluate existing and future library facilities to ensure adequate services.
- Policy 1.16 to support public safety education programs to prevent crime and fire hazards.
- Policies 1.17 and 1.18 to work with school districts and developers to ensure appropriate means to facilitate the development of school facilities to meet future needs.
- Policies 2.1 and 2.2 which involve public and private funding mechanisms to finance public service improvements.

## **ENERGY**

The Public Service, Facilities, and Utilities Element contains several goals and policies relating to the provision of energy to Santa Clarita. The policies that could reduce the potential adverse impacts of anticipated growth on energy supplies include the following:

### *Mitigation Monitoring Program*

- Policies 1.1 through 1.4 to determine service standards, monitor service capacities, and facilitate improvements in service where necessary.
- Policy 1.5 prohibits or delays new development if public services and utilities cannot be provided within a reasonable time period.

Policies included in the Open Space and Conservation Element can also reduce energy consumption. These include:

- Policy 8.2 to encourage the incorporation of conservation features, such as solar panels, in new development and the installation of these features in existing development.
- Policy 8.3 to provide incentives for the installation of energy conservation measures in existing buildings.
- Policy 8.4 to encourage the use of passive solar design concepts to increase energy efficiency.
- Policy 8.5 to encourage the use of solar collectors on public buildings.

Additional mitigation measures the city could undertake include establishing an energy conservation program to encourage residents and businesses to reduce their energy consumption through the use of efficient lighting and other electrical appliances. The city could also work with the local utilities to develop educational materials to promote energy conservation. The city could encourage the use of solar energy in new developments through the use of incentives such as reducing development fees, increasing allowable density, or other means. A solar access ordinance or guidelines should be considered to facilitate the use of solar energy. In addition, the city should require energy efficient appliances in all city facilities and study the feasibility of solar energy use in existing and future city facilities.

## UTILITIES

Policies contained in the Public Services, Facilities, and Utilities Element are intended to reduce the adverse impacts of community development on the provision of utilities in the City. Full implementation of the following policies will limit the effects of development under the proposed General Plan, and the growth to the provision of infrastructure.

- Policies 1.1 through 1.4 to determine service standards, monitor service capacities, and facilitate improvements in service where necessary.
- Policy 1.5 to prohibit or delay new development if required public services and utilities cannot be provided within a reasonable time.
- Policies 1.7 through 1.12 to promote water conservation, develop a citywide water recycling program, develop a master drainage plan, and work with agencies to provide adequate water supplies at a reasonable cost.
- Policy 2.4 to support funding of infrastructure improvements that are consistent with the City's General Plan.
- Policies 5.1 through 5.5 to promote the safe use and disposal of toxic materials, establish public education, solid waste recycling and water conservation programs, and support requirements to monitor, prevent, and correct soil, air, and water contamination.

The Open Space and Conservation Element contains policies relating to water and energy conservation as well as the recycling of natural resources. Policies 9.1 and 9.2 will establish a citywide recycling program for newspapers, aluminum cans, bottles, and other materials. They will also encourage cooperation with adjacent agencies to operate recycling programs in compliance with AB 939 objectives.



## **RECREATION**

The goals and policies of the Parks and Recreation Element, if fully implemented, will reduce the impacts of development on park facilities and work toward the provision of adequate an park system for the project population. These policies include:

- Policies 1.1 through 1.6 to establish a master plan of parks and recreation facilities and to provide recreational opportunities that are adequately distributed and respond to community needs.
- Policies 2.1 through 2.3 to establish standards and implementation measures to guide future park development.
- Policies 3.1 through 3.5 to encourage the improvement of existing parks and recreational facilities through a park funding program, low-maintenance playground equipment, and citizen volunteer programs.
- Policies 4.1 through 4.6 to encourage the acquisition of future parkland through developer fees and incentive programs, implementation of the Quimby Act Ordinance, other funding mechanisms, and standards for private parks.
- Policies 5.1 and 5.2 to use the Santa Clara River as a central recreational corridor with multiple uses.
- Policies 6.1 through 6.5 to implement design and program criteria to emphasize safety, appropriate access, supervision, and minimize negative impacts on adjacent neighborhoods.
- Policies 7.1 through 7.13 to provide an efficient public trails system linking public space and adjacent regional systems to meet transportation and recreational needs of the area.
- Policies 8.1 through 8.4 to develop community centers which provide multiple-use opportunities for local residents.
- Policies 9.1 through 9.9 to provide recreational opportunities for all age and economic segments of the community, including child care, teen programs, senior citizens, mobile recreational programs, and year-round entertainment programs.



## *Mitigation Monitoring Program*

- Policies 10.1 through 10.6 to promote public/private cooperation in developing recreational services and facilities.
- Policies 11.1 through 11.4 to develop recreational and park facilities to serve the need of Santa Clarita workers through opportunities for employees, establishment of an Industrial/Commercial Parks Advisory Council, and periodic surveys of recreational needs.

The Open Space and Conservation Element also contains several policies relating to passive and active recreational use of open space areas. Policies in the Parks and Recreation Element can be implemented through a variety of suggested measures, including adoption of a parkland dedication or other park-related ordinance, establishment of landscape maintenance districts, and requiring the dedication of trails with development approvals.

## **AESTHETICS**

The policies of the Community Design Element will reduce potential adverse aesthetic impacts resulting from implementation of the General Plan. These policies include the following:

- Policies 1.1 through 1.3 to ensure the blending of new development in established neighborhoods through compatible architecture, clustering, and design review.
- Policies 2.1 through 2.6 to encourage design excellence through the identification of important aesthetic attributes, the encouragement of design themes, and the adoption of design guidelines.
- Policies 3.1 through 3.6 to promote aesthetically pleasing functional, thematic, safe, and pedestrian-oriented commercial centers.
- Policies 4.1 through 4.4 to preserve and maintain special historic features and landmarks in the planning area.
- Policies 5.1 through 5.3 to preserve and integrate prominent natural features through appropriate development guidelines and preservation techniques.



### *Mitigation Monitoring Program*

- Policies 6.1 through 6.8 to protect and enhance open space areas that provide visual and aesthetic character and identity to the community.
- Policies 7.1 through 7.4 to develop design principles for major roadway types which enhance entryways, protect view corridors, and are sensitive to hillside areas.
- Policies 8.1 through 8.5 to ensure attractive signage through the adoption of a comprehensive sign ordinance and the prohibition of new billboards and private signs in the right of way.
- Policies 9.1 through 9.10 to promote superior landscape design which emphasizes aesthetics, function, and water conservation.
- Policies 10.1 through 10.5 to promote human scale and compatible design in the area's architecture.
- Policies 11.1 through 11.9 to achieve an efficient infrastructure system which is visually unobtrusive through placement of utilities underground and using design to integrate above-ground utilities into the landscape.

Implementation tools include the zoning ordinance, development ordinances, the adoption of specific plans, and design guidelines.

Several policies of the Open Space and Conservation Element are intended to protect existing natural features of Santa Clarita's landscape. The protection of significant ridgelines, open space, and sensitive habitat areas will limit the intrusion of urban development into important viewsheds and aesthetically pleasing areas.